

See Below.

**ESTABLISHED 1843**

NOTES ON WILD  
LIFE IN HONGKONG  
AND EQUIN CHINA  
BY THE REV. O. A.  
RUBENSON, M.A.  
To be had at the  
"CHINESE BOOKS" CO.  
Part I Revised Price 75 Cents

**PRICED \$8.00 Per Month**

**C**HILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when a child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon, and is pleasant and safe to take. For sale by all Druggists and Storekeepers.

# SHANGHAI AND

**Abstract**

GENERAL MANAGERS

NOTE ADDRESS.  
ICE HOUSE HONGKONG

FOR CHOCOLATE

Hongkong: Nov. 16. 1913

**In Tins and Fancy Boxes  
Specially Packed for Export**

Honkong, Dec. 27 190

ESTABLISHED 1864

# DOW'S HUNTING PORT

**The Wine our Forefathers  
drank**

















## The Untouched Meal.

People Who Starve With Food on The Table.

"No, I simply cannot eat." Actual tragedy is suggested by these simple words, so often heard, because loss of appetite is the forerunner of trouble that sooner or later reveals itself in indigestion or nervous dyspepsia, with violent headaches, lack of strength and energy, loss of colour, low spirits, severe backache and other serious symptoms.

Beware of Loss of Appetite, readers of both sexes! It is a symptom you dare not ignore.

The Secret of Keeping Well.

The secret of keeping well is to keep up the quality of the blood. By enriching and purifying the blood Dr. Williams' Pink Pills supply strength to the enfeebled organs of digestion and enable them to digest thoroughly the food eaten without causing pain or distress. The good result is seen by an immediate improvement in the appetite; then the skin becomes clear, the eyes gain lustre, speedily full health is restored.

A Typical Case.

Sonora Leano, wife of Senor P. Leano, of the Bureau of Public Works, Manila, states: "Some years ago I found my health failing. Food sickened me. If I offered food to eat, I found myself unable to eat. Bad dreams troubled my sleep, and nervousness, hitherto foreign to my nature, became more and more pronounced. My body was reduced to almost skeleton leanness, and headaches prostrated me for days. Although I persevered with tonics, sedatives and other specific medicines, I did me any good."

"Learning that Dr. Williams' Pink Pills might be of some service in my case I tried these Pills. Then I steadily improved. The headaches and bad dreams ceased, one more I enjoyed refreshing sleep at night, and this was followed by a return of energy and happy spirits. No woman could have more perfect health than I am enjoying at the present time."

Dyspepsia's Health Guide Free.

Send a postcard to the address below for free book, "What To Eat."

The outstanding feature about Dr. Williams' Pink Pills for Pale People is that these Pills make New, Rich Blood. That is why they have cured many thousands of persons of Anemia, Indigestion, Malaria, Rheumatism, and all Blood and Nervous disorders. Obtainable of dealers, or direct from Dr. Williams' Medicine Co., 84 South Street, New York, one bottle for \$1.00, six for \$5.00, post free. If offered substitute at shops be firm and say "No." Substitutes are never the same as

## JAPAN'S NAVAL SCANDAL.

### MORE RUMOURS.

Two More Foreigners Said to be Under Arrest.

The Naval Board and Corruption Charges.

HIGH OFFICERS UNDER EXAMINATION.

The present Naval Scandal and the implication therein of the firm of Siemens-Schuckert is, says the "Japan Gazette" of the 2nd inst., giving rise to all kinds of rumours in the Japanese papers, which, as usual, do not show much discretion in their statements.

The "Jiji" states that in addition to Mr. A. M. Pooley, two foreigners are detained by the police, but who they are is not stated.

A Board of Inquiry was formed a few days ago at the Tokyo Admiralty to inquire into the circumstances attending the Naval Scandal Case. Admiral Dowa, Chief of the Board of Inquiry, with his staff examined on Saturday last Rear-Admiral Fujii and Iwasaki, who are alleged to be implicated in the affair.

The residence of Admiral Yamamoto, the Premier, and other high naval officers are being strictly guarded by the police.

Mr. Hirayama, Public Prosecutor-General, in an interview with the Tokyo Press representatives yesterday, says the "Nichi Nichi" stated that pending the completion of the preliminary examination of Mr. Pooley, it was impossible for the authorities to make any definite statement in regard to the case. However, the facts of the case are now nearly known, as a result of the examination of Mr. Pooley. As to whether the judicial authorities will extend the arm of the law and examine the naval officers concerned depends upon the decision of the Preliminary Court in regard to Mr. Pooley's case.

ried on his person a dagger with which to kill Admiral Yamamoto, the Premier, who was the original promoter of the Naval Scandal. He urged his hearers to follow his example and to kill the Premier. This was the only step left in order to secure a settlement of the case.

Mr. T. Koyama, M.P., pointed out that the judgment pronounced by the German Court was sufficient evidence of the existence of a grave scandal committed by Japanese naval men. After expressing sympathy with Mr. Pooley, the speaker declared that the naval men must be held responsible for the scandal. It was a disgrace to the country to be governed by such a corrupt Premier as Admiral Yamamoto.

Other speakers made similar statements, urging the audience to rise against the Government.

Count Okuma on the Scandal.

DEMANDS FULL EXPLANATION FROM THE CABINET.

Count Okuma, interviewed by a representative of the "Nihon" concerning the judicial authorities for neglect of duty and for their cowardly attitude in regard to the alleged corrupt practices between the Siemens-Schuckert Company and the Japanese Navy. The fact that the judicial authorities purposefully allowed Carl Richter to quit Japan is a disgrace not only to the judiciary but to the Japanese Navy. Japan's foreign diplomacy during the past forty years was a record of struggle to recover her judicial rights, and after innumerable sacrifices these were finally recovered a little over a decade ago. However, the present case, shows that the recovery is only nominal. Such irregularity on the part of the judicial authorities the Court interprets as an insult to the Throne and the people. It was not until the whole scandal had become known to the world that the Japanese judicial authorities first took the matter up, and started a movement with a view to penetrating the secret. This, says the Count, shows degeneration on the part of the judicial authorities. Now that the case has assumed such serious dimensions, the Premier and his colleagues must speedily resign, as a means of apologizing to the Throne and people. Meanwhile the people should press Admiral Saito, Minister of the Navy, for full explanations, since he gave a pledge in the Imperial Diet the other day to do so. At all events, the new naval expansion programme now before the Legislature must be shelved during the present session, and in case the Seiyukai, which commands a majority in the House of Representatives, votes in favour of the programme the House of Peers must under all circumstances reject it. It appears the Seiyukai, even in the face of popular agitation against the Yamamoto Government, still continues to shield the Cabinet. For the honour and prestige of the State, says the Count, the Government must be speedily demolished.

Minister of Navy and Premier Again Under Fire in the Diet.

At a Budget sub-committee meeting on Saturday afternoon, Mr. Takagi, of the Kokumintō, asked as to the appropriation of ¥160,000,000 estimated in the Budget as needed for the Naval Replenishment Scheme.

Vice-Admiral Takarabe, Vice-Minister of the Navy, replied that ¥154,000,000 of the total is to be employed for the construction of four battleships, sixteen cruisers, and six submarines, but he is not in a position to state definitely how this money is to be appropriated.

Mr. Takagi further asked as to the modus operandi in the purchase of warships and arms, to which Admiral Saito replied to the following effect:—

As repeatedly stated, estimates are called for these have been subjected to the closest investigation, the order is judicially placed. No questionable transactions, such as commissions, are allowed to enter into the business.

Mr. Takagi: Has no trouble occurred in the transactions so far conducted between the Naval Office and the Agencies or representatives of various Companies?

Admiral Saito: The Naval Office has concluded contracts in Japan, but so far no trouble has been caused.

Mr. Takagi: Didn't the Naval Office purchase the cruisers Naniwa and Takachiho at prices which included additional charges?

Admiral Saito: I believe that nothing of that sort has ever taken place.

Mr. Takagi: It is a fact that no Naval officers have reaped profits by selling abroad patent rights of their own inventions?

Admiral Saito: Vice-Admiral Yamamoto invented an auto gun-carriage, but he never sold the patent rights abroad.

Mr. Takagi asked for the attendance of Premier Yamamoto to offer explanation on certain points, on the ground that Admiral Saito was not in the present post when the purchase of the Naniwa and Takachiho was made.

Premier Yamamoto then appeared and endorsed the statement made by the Minister of the Navy.

Agitation Against the Premier and the Navy.

At the Hongo theatre building, Tokyo, yesterday, a mass meeting was held under the direction of a body of agitators known as the Tai-shi-Rengo-kai (Association for the settlement of the Chinese question). The building was packed to its utmost capacity. Speeches were delivered by members of the Opposition in the Diet and others.

Mr. A. Kusube declared that he considered the present situation of the Japanese Navy as a disgrace.

Admiral Saito: I believe that nothing of that sort has ever taken place.

Mr. Takagi: It is a fact that no Naval officers have reaped profits by selling abroad patent rights of their own inventions?

Admiral Saito: Vice-Admiral Yamamoto invented an auto gun-carriage, but he never sold the patent rights abroad.

Mr. Takagi asked for the attendance of Premier Yamamoto to offer explanation on certain points, on the ground that Admiral Saito was not in the present post when the purchase of the Naniwa and Takachiho was made.

Premier Yamamoto then appeared and endorsed the statement made by the Minister of the Navy.

At the Hongo theatre building, Tokyo, yesterday, a mass meeting was held under the direction of a body of agitators known as the Tai-shi-Rengo-kai (Association for the settlement of the Chinese question). The building was packed to its utmost capacity. Speeches were delivered by members of the Opposition in the Diet and others.

Mr. A. Kusube declared that he considered the present situation of the Japanese Navy as a disgrace.

Admiral Saito: I believe that nothing of that sort has ever taken place.

Mr. Takagi: It is a fact that no Naval officers have reaped profits by selling abroad patent rights of their own inventions?

Admiral Saito: Vice-Admiral Yamamoto invented an auto gun-carriage, but he never sold the patent rights abroad.

Mr. Takagi asked for the attendance of Premier Yamamoto to offer explanation on certain points, on the ground that Admiral Saito was not in the present post when the purchase of the Naniwa and Takachiho was made.

Premier Yamamoto then appeared and endorsed the statement made by the Minister of the Navy.

## BELOW PAR: THE IDEAL RESTORATIVE.

DESPITE all ordinary precautions, people constantly get run down, with the result that work and play alike become irksome in the extreme. At such times, the tonic, pure, efficient, is Sanatogen, because, as a physician writes in The Medical Press and Circular: "Sanatogen is readily absorbed by the stomach, and has an immediate and remarkable effect, shown by a steady increase of body weight and of mental strength and energy. At the same time, the colour is brought back to the patient's cheeks."

These statements prove Sanatogen's power in improving the blood, revitalising the nervous system, and restoring the physical strength and remarkable properties, over eight thousand physicians have testified in writing to the beneficial results they have obtained from its use on their patients.

These patients have likewise borne unimpeachable testimony to the effects of Sanatogen. The Hon. Thomas Burt, M.P., a member of the R.M. Privy Council and one of the most distinguished men in England, writes: "I have used Sanatogen for some time past with excellent results, I have found it most useful as a tonic when I have been run down."

Sanatogen may be obtained of all Chemists, in bottles of two sizes.

ried on his person a dagger with which to kill Admiral Yamamoto, the Premier, who was the original promoter of the Naval Scandal. He urged his hearers to follow his example and to kill the Premier. This was the only step left in order to secure a settlement of the case.

Mr. T. Koyama, M.P., pointed out that the judgment pronounced by the German Court was sufficient evidence of the existence of a grave scandal committed by Japanese naval men. After expressing sympathy with Mr. Pooley, the speaker declared that the naval men must be held responsible for the scandal. It was a disgrace to the country to be governed by such a corrupt Premier as Admiral Yamamoto.

Other speakers made similar statements, urging the audience to rise against the Government.

Count Okuma on the Scandal.

DEMANDS FULL EXPLANATION FROM THE CABINET.

Count Okuma, interviewed by a representative of the "Nihon" concerning the judicial authorities for neglect of duty and for their cowardly attitude in regard to the alleged corrupt practices between the Siemens-Schuckert Company and the Japanese Navy. The fact that the judicial authorities purposefully allowed Carl Richter to quit Japan is a disgrace not only to the judiciary but to the Japanese Navy.

Japan's foreign diplomacy during the past forty years was a record of struggle to recover her judicial rights, and after innumerable sacrifices these were finally recovered a little over a decade ago. However, the present case, shows that the recovery is only nominal. Such irregularity on the part of the judicial authorities the Court interprets as an insult to the Throne and the people.

It was not until the whole scandal had become known to the world that the Japanese judicial authorities first took the matter up, and started a movement with a view to penetrating the secret. This, says the Count, shows degeneration on the part of the judicial authorities. Now that the case has assumed such serious dimensions, the Premier and his colleagues must speedily resign, as a means of apologizing to the Throne and people. Meanwhile the people should press Admiral Saito, Minister of the Navy, for full explanations, since he gave a pledge in the Imperial Diet the other day to do so. At all events, the new naval expansion programme now before the Legislature must be shelved during the present session, and in case the Seiyukai, which commands a majority in the House of Representatives, votes in favour of the programme the House of Peers must under all circumstances reject it.

It appears the Seiyukai, even in the face of popular agitation against the Yamamoto Government, still continues to shield the Cabinet. For the honour and prestige of the State, says the Count, the Government must be speedily demolished.

At the Hongo theatre building, Tokyo, yesterday, a mass meeting was held under the direction of a body of agitators known as the Tai-shi-Rengo-kai (Association for the settlement of the Chinese question). The building was packed to its utmost capacity. Speeches were delivered by members of the Opposition in the Diet and others.

Mr. A. Kusube declared that he considered the present situation of the Japanese Navy as a disgrace.

Admiral Saito: I believe that nothing of that sort has ever taken place.

Mr. Takagi: It is a fact that no Naval officers have reaped profits by selling abroad patent rights of their own inventions?

Admiral Saito: Vice-Admiral Yamamoto invented an auto gun-carriage, but he never sold the patent rights abroad.

Mr. Takagi asked for the attendance of Premier Yamamoto to offer explanation on certain points, on the ground that Admiral Saito was not in the present post when the purchase of the Naniwa and Takachiho was made.

Premier Yamamoto then appeared and endorsed the statement made by the Minister of the Navy.

At the Hongo theatre building, Tokyo, yesterday, a mass meeting was held under the direction of a body of agitators known as the Tai-shi-Rengo-kai (Association for the settlement of the Chinese question). The building was packed to its utmost capacity. Speeches were delivered by members of the Opposition in the Diet and others.

Mr. A. Kusube declared that he considered the present situation of the Japanese Navy as a disgrace.

Admiral Saito: I believe that nothing of that sort has ever taken place.

Mr. Takagi: It is a fact that no Naval officers have reaped profits by selling abroad patent rights of their own inventions?

Admiral Saito: Vice-Admiral Yamamoto invented an auto gun-carriage, but he never sold the patent rights abroad.

Mr. Takagi asked for the attendance of Premier Yamamoto to offer explanation on certain points, on the ground that Admiral Saito was not in the present post when the purchase of the Naniwa and Takachiho was made.

Premier Yamamoto then appeared and endorsed the statement made by the Minister of the Navy.

## His Britannic Majesty's Ships on the China Station.

| Name      | Class                  | Tons   | Gun. | L.H.P. | Commander                          | Last                |
|-----------|------------------------|--------|------|--------|------------------------------------|---------------------|
| Albatross | despatch vessel        | 1650   | 2    | 8000   | Comdr. Archibald Cochrane          | Hongkong            |
| Albatross | Admiralty tug          | —      | —    | —      | —                                  | Hongkong            |
| Albatross | river gunboat          | 710    | 2    | 900    | Lt.-Comdr. B. S. Pritchard         | Shanghai            |
| Albatross | river gunboat          | 710    | 2    | 900    | Lt.-Comdr. W. H. Darvall           | Shanghai            |
| Albatross | ship                   | 1070   | 2    | 1800   | Capt. H. P. E. T. Williams         | Shanghai            |
| Albatross | torpedo boat destroyer | 565    | 4    | 7500   | Lt.-Comdr. H. T. England           | Hongkong            |
| Albatross | water tank and tug     | 390    | —    | 300    | —                                  | Hongkong            |
| Albatross | ship                   | 1070   | 2    | 1800   | Comdr. Colla Macdonald, D.S.C.     | Shanghai            |
| Albatross | torpedo boat destroyer | 560    | 4    | 7500   | Lt.-Comdr. U. M. Blackman          | Hongkong            |
| Albatross | torpedo boat destroyer | 560    | 4    | 7500   | Mr. A. J. Mallett Gunner           | Hongkong            |
| Albatross | cruiser, 1st class     | 10,850 | 10   | 20,000 | Capt. H. W. Grant                  | Hongkong            |
| Albatross | torpedo boat destroyer | 56     | 4    | 7500   | Lt.-Comdr. G. F. A. Mulock         | Hongkong            |
| Albatross | torpedo boat destroyer | 56     | 4    | 7500   | Lt.-Comdr. E. K. Bodden-Whetham    | Hongkong            |
| Albatross | river gunboat          | 816    | 4    | 1200   | Lt.-Comdr. H. D. Marryat           | Yangtze             |
| Albatross | ship                   | 1040   | —    | —      | Lt.-Comdr. Gibson                  | Hongkong            |
| Albatross | cruiser, 1st class     | 14,800 | —    | 27,000 | Capt. E. B. Kiddle                 | Hongkong            |
| Albatross | river gunboat          | 180    | 2    | 800    | Lt.-Com. Alan Dixon                | West River          |
| Albatross | cruiser, 2nd class     | 4800   | 12   | 22,000 | Capt. Frederick A. Powles          | Shanghai            |
| Albatross | river gunboat          | 85     | 2    | 240    | Lt.-Com. Malcolm Murray            | Yangtze River       |
| Albatross | torpedo boat destroyer | 590    | —    | 7500   | Lt.-Com. R. W. Wilkinson           | Hongkong            |
| Albatross | depot ship, submarines | 980    | —    | 1400   | Lt.-Com. F. A. N. Cromie           | Hongkong            |
| Albatross | river gunboat          | 25     | 2    | 240    | Lt.-Comdr. Nash                    | West River          |
| Albatross | river gunboat          | 85     | 2    | 240    | Lt.-Com. L. A. S. Hutton           | West River          |
| Albatross | river gunboat          | 85     | 2    | 240    | Lt.-Comdr. Maurice B. Leslie       | Yangtze River       |
| Albatross | receiving ship         | 1450   | —    | —      | Commander R. H. Anstruther, C.M.G. | Hongkong            |
| Albatross | river gunboat          | 180    | 2    | 800    | Lt.-Comdr. Hon. G. Stopford        | Upper Yangtze River |
| Albatross | river gunboat          | 710    | 2    | 900    | Lt.-Com. H. R. N. Cottrill-Dormer  | Hongkong            |
| Albatross | battleship             | 11,885 | 18   | 22,500 | Capt. P. Streatfield, M.V.O.       | Hongkong            |
| Albatross | torpedo boat destroyer | 590    | —    | 7500   | Lt.-Comdr. Maxwell                 | Hongkong            |
| Albatross | torpedo boat destroyer | 590    | —    | 7500   | Comdr. Seymour                     | Hongkong            |
| Albatross | river gunboat          | 196    | 2    | 800    | Lt.-Com. J. C. F. Barret           | Upper Yangtze River |
| Albatross | river gunboat          | 150    | 2    | 600    | Lt.-Com. M. Blackwood              | Yangtze River       |
| Albatross | river gunboat          | 150    | 2    | 600    | Lt.-Comdr. Lloyd                   | Yangtze River       |
| Albatross | light cruiser          | 4250   | —    | 22,000 | Capt. H. L. Cochrane               | Hongkong            |
| Albatross | submarine              | —      | —    | —      | Lt. Comdr. F. J. McGillevie        | Hongkong            |
| Albatross | submarine              | —      | —    | —      | Lt.-Comdr. J. Gaimie               | Hongkong            |
| Albatross | submarine              | —      | —    | —      | Lt. Comdr. R. K. C. Pope           | Hongkong            |
| Albatross | torpedo boat           | —      | —    | —      | Lt. Comdr. Handley                 | Hongkong            |
| Albatross | torpedo boat           | —      | —    | —      | Lt. Comdr. Barton                  | West River          |
| Albatross | torpedo boat           | —      | —    | —      | Lt. Comdr. Noel                    | West River          |
| Albatross | torpedo boat           | —      | —    | —      | Lt. Comdr. E. W. Seymour           | Hongkong            |

\* Flagship of Vice-Admiral T. H. M. Jervis, K.C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

| Name               | Flag and description     | Tons   | Gun. | L.H.P. | Captains                      | Last report at |
|--------------------|--------------------------|--------|------|--------|-------------------------------|----------------|
| Kaiserin Elisabeth | Austro-Hungarian cruiser | 4000   | —    | —      | Capt. Mikovitz                | Hongkong       |
| Dupleix            | French armoured cruiser  | 10,014 | 30   | 20,000 | Capt. Daveluy                 | Hongkong       |
| Kleber             | French armoured cruiser  | 9730   | 12   | 19,600 | Capt. Gout                    | Saigon         |
| Montcalm           | French flagship          | 9600   | —    | —      | Capt. de Vaiseau              | Shanghai       |
| Decade             | French gunboat           | 846    | 10   | 1200   | Lt.-Com. Vaudier              | Saigon         |
| Argus              | French river gunboat     | 180    | 2    | 570    | Lt.-Com. Dordet               | Canton         |
| Vigilante          | French gunboat           | 125    | 2    | 500    | Lt.-Com. de Jerville          | Canton         |
| Paiho              | French gunboat           | 130    | —    | —      | Lt.-Com. Collin               | Tientsin       |
| Dordard de Lagree  | French gunboat           | —      | —    | —      | Lt.-Com. Dupuy Duteuil        | Tientsin       |
| Lynx               | French sub-marine        | —      | —    | —      | Lt.-Com. Bolox                | Saigon         |
| Protee             | French sub-marine        | —      | —    | —      | —                             | Saigon         |
| Styx               | French armoured gunboat  | 1796   | 10   | 1700   | Lt.-Com. Guillaume-Louis      | Saigon         |
| Protee             | French destroyer         | 350    | 7    | 305    | Lt.-Com. Aurilio              | Saigon         |
| Protee             | French destroyer         | —      | —    | —      | Capt. de Frigate Ronisien     | Saigon         |
| Pistolet           | French destroyer         | 130    | 7    | 300    | Comdr. de Marquessat          | Saigon         |
| Mousquet           | French destroyer         | 307    | 6    | 300    | —                             | Saigon         |
| Mousquet           | French surveying-ship    | 1635   | 10   | 2000   | Comdr. Voisin                 | Saigon         |
| Andon              | German cruiser           | 3600   | 2    | 3,500  | Capt. v. Reesdorf             | Hongkong       |
| Grisenian          | German armoured cruiser  | 11,800 | —    | —      | Captain Brunninghaus          | Tientsin       |
| Itis               | German gunboat           | 900    | 12   | 1300   | Comdr. v. Gohren              | Shanghai       |
| Jaguar             | German gunboat           | 900    | 12   | 1300   | Comdr. Vanzelow               | Tientsin       |
| Leipzig            | German cruiser           | 2550   | 24   | 11,000 | Capt. Behnke                  | Tientsin       |
| Luchs              | German gunboat           | 900    | 10   | 1350   | Comdr. Bendemann              | Tientsin       |
| Nürnberg           | German cruiser           | 3400   | 22   | 13,200 | Capt. Mörsberger              | Tientsin       |
| Other              | German river gunboat     | —      | —    | —      | Capt. Lieut. Frie             | Yangtze River  |
| Scharnhorst        | German flagship          | 11,800 | 36   | 26,300 | Capt. von Schultze            | Tientsin       |
| Scharnhorst        | German torpedo-boat      | 450    | 8    | 850    | Capt. Lieut. Berrenberg       | Tientsin       |
| Scharnhorst        | German torpedo-boat      | 280    | 4    | 800    | Obt. v. S. Claassen           | Tientsin       |
| Taku               | German gunboat           | 900    | 10   | 1350   | Comdr. Bökler                 | Tientsin       |
| Tiger              | German river gunboat     | 223    | 4    | 1300   | Capt. von Miller              | Canton         |
| Vaterland          | German river gunboat     | 223    | 4    | 800    | Obt. v. S. Fries              | Shanghai       |
| Calabria           | Italian cruiser          | 4145   | —    | —      | Comdr. Sommi Picenardi        | Shanghai       |
| Adamastor          | Portuguese cruiser       | 1767   | —    | —      | Capt. Anibal de S. Dias       | Macao          |
| Macao              | Portuguese gunboat       | —      | —    | —      | Capt. Martins                 | Macao          |
| Patria             | Portuguese gunboat       | 700    | —    | —      | Captain José de Carvalho Orta | Macao          |

## UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

|            |                              |                 |    |        |                           |                          |        |
|------------|------------------------------|-----------------|----|--------|---------------------------|--------------------------|--------|
|            |                              | U. S. submarine |    |        |                           | Ensign J. M. Murray      | Cavite |
| A-3        |                              |                 |    |        |                           | Lt.-Com. E. D. McWhorter | Cavite |
| A-4        |                              |                 |    |        |                           | Ensign J. C. Van de Carr | Cavite |
| A-5        |                              |                 |    |        |                           | Ensign C. M. Yates       | Cavite |
| A-6        |                              |                 |    |        |                           | Com. M. L. Bristol       | Cavite |
| A-7        |                              |                 |    |        |                           | Ensign H. A. Jones       | Cavite |
| Albatross  | U. S. torpedo-boat-destroyer | 420             | 7  | 3900   | Lt.-Com. R. Hill          | Cavite                   |        |
| Bainbridge | U. S. torpedo-boat-destroyer | 420             | 7  | 3900   | Ensign W. L. Heiberg      | Cavite                   |        |
| Barry      | U. S. gunboat                | 245             | 6  | 850    | Lt.-Com. F. J. Fletcher   | Cavite                   |        |
| Callao     | U. S. torpedo-boat-destroyer | 430             | 7  | 3900   | Comdr. S. S. Robinson     | Cavite                   |        |
| Chamorro   | U. S. protected cruiser      | 3183            | 11 | 10,000 | Lt.-Com. O. A. Woodruff   | Cavite                   |        |
| Cincinnati | U. S. torpedo-boat-destroyer | 430             | 7  | 3900   | Lt.-Com. E. H. Green      | Cavite                   |        |
| Dale       | U. S. torpedo-boat-destroyer | 430             | 7  | 3900   | Lt.-Comdr. S. Gamson      | Shanghai                 |        |
| Decatur    | U. S. gunboat                | 620             | 4  | 800    | Comdr. G. R. Marvell      | Shanghai                 |        |
| El Cano    | U. S. gunboat                | 1893            | 8  | 1988   | Lt.-Com. V. Lowe          | Cavite                   |        |
| Elcano     | U. S. gunboat                | 1994            | 6  | 1100   | Lt. E. F. Evans           | Obispo                   |        |
| Hales      | U. S. station ship           | 2660            | 6  | 2000   | Comdr. J. V. Chase        | Obispo                   |        |
| Mohican    | U. S. monitor                | 4094            | 4  | 3277   | Lt.-Com. B. B. Taylor     | Cavite                   |        |
| Monmouth   | U. S. monitor                | 963             | 8  | —      | Lt.-Com. S. W. Wallace    | Cavite                   |        |
| Monterey   | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. W. O. Wallace    | Cavite                   |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. J. Hamfren    | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. D. W. Wirtanough | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. G. O. Dickman    | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Comdr. H. A. Wiley        | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 360             | 3  | 308    | Lt.-Com. J. E. Halsey     | Shanghai                 |        |
| Panama     | U. S. gunboat                | 4300            | 16 | 1500   | Lt.-Com                   |                          |        |



The Finest Scotch!

Watson's

E

Whisky.

A. S. Watson &amp; Co., Ltd.

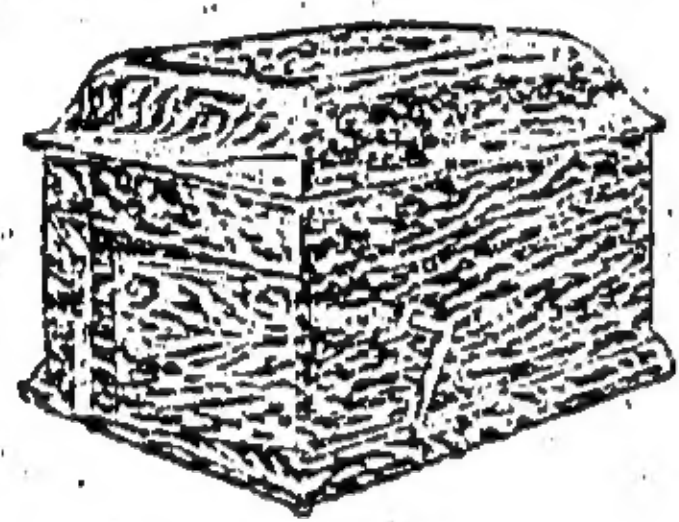
Alexandra Buildings.

VICTOR-VICTROLA

NO HOME

COMPLETE

WITHOUT ONE.



Prices from \$35.

EASY PAYMENTS CAN BE ARRANGED.

EXCLUSIVE DISTRIBUTORS

MOUTRIE'S

WM. Powell LTD.

TELEPHONE 346.

GLYNS' HATS

LATEST STYLES

AND SHAPES

IN GREAT VARIETY

SOLE AGENTS FOR GLYNS,

OLD BOND ST. LONDON.

THE EDWARD DISPENSARY,

O. KAMMING &amp; Co., Ltd.

Chemists and Druggists

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, &amp;c.

24, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1913.

develop themselves without let or hindrance. The Peking correspondent of a Shanghai contemporary has referred to the Presidential mandate, and we also observe that the Civil Governor of Canton has received a despatch dealing with the matter, in which are stringent orders as to the course he is to pursue. He is ordered to seek out diligently so as to discover what Societies are established in order to really help the people and secure the peace and prosperity of any town or neighbourhood. These are not to be seriously molested. Their object is good and they should be allowed to pursue their good intentions. But where Societies are founded obviously for the personal gain of those identified with them and which will, if allowed untrammelled freedom, make the ignorant of their hard-earned gains such associations are to be dissolved as soon as their existence is suspected. In addition, there are other whose avowed object is political and whose intention is to stir up opposition against the present order of things. These are to be crushed at once, and are not to be tolerated on any consideration. In any case, whenever any Society is allowed to have its own way, it must conform to certain regulations, and that they have done so and done so willingly must be forwarded to headquarters in Peking. The Civil Governor seems to understand that this mandate is not to be regarded as waste paper, for he has taken up the matter and has issued orders to his subordinates that the Government regulations must be complied with in five days from the hour of receiving instructions. The Government regulations are nine in number. First the name of the Association must be registered. Then the object of its promoters, the place of its meeting or its headquarters; the name and surname of the president and vice-president, the number of members who have already subscribed their names as members, the year and month when each Society was founded must also be recorded, whether or not the particular Society has already received official sanction. It must also be ascertained what are the general circumstances of the Society; presumably, whether it is flourishing financially or not; whether it is popular and generally spoken well of by the people amongst whom it has been established. Lastly, it must be ascertained how things are managed; that is, as to whether it is vigorous or not; and whether its working is generally characterized by publicity and general honest administration. It will be seen that as far as instructions go, there is little left to be done; if the local officials are compelled to find out, register and forward to Peking all these circumstances in respect of every Society or Mutual Aid Society in the eighteen Provinces, the officials at the capital will have plenty of work to occupy their leisure hours and are not likely to have much opportunity for either criticising or plotting against the Government. What strikes us is that such a mandate is too paternal, and indicates that the President is wanting to know too much about the doings of local people throughout the Empire. Whilst he wishes to nip political Societies in the bud, he will have his work cut out if he tries to interfere with every other kind of Society.

## NEWS OF THE DAY.

Five British destroyers left the port this morning for exercises.

The hearing of the Shewan-Tomes appeal has been adjourned till Thursday next.

The name of an Indian money-lender who sued a Chinese in the Summary Court to-day appeared on the list as Lender Singh.

Opening a counter draws at No. 92 First Street, with the aid of a duplicate key, a thief stole \$463 in money. The theft took place on Wednesday night. The police in the shop are suspected.

Mr. Wood to-day admonished and discharged a 14-year-old Chinese girl who was seen to take a silk jacket valued at \$5 from off the roof of 23 Possession Street.

A married Chinese woman living at No. 6, Cheung Hing Lane, has reported to the police that some person stole from her cabinet between 6 a.m. on Wednesday and 11 a.m. on Thursday seventeen pieces of jewellery valued at \$60 and three pieces of clothing worth \$12.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

To-day's "Sporting" appears on page 10.

Miss Maud Allan and the Brothers Cherniavsky arrived in the Colony to-day by the English mail steamer.

The cruiser Monmouth, which recently returned home from China, has been paid off and sent into the Third Division.

On page 5 of this issue will be found further details of the state of affairs that has culminated in what is known as Japan's Navy Scandal.

We are asked to remind the shareholders of the Hongkong and Shanghai Bank that the Bank's annual meeting takes place at the City Hall to-morrow at noon.

The Bishop of Singapore asks for the service of a man of business to manage the finances of his diocese. The Bishop's curate is in England in Canon Simpson, of St. Paul's.

An interesting Rugby match between the Hongkong and Chartered Banks, London, took place on Saturday, 10th ultimo, resulting in a victory for the former by 20 points to 9.

The Columbia boys, numbering 43, return to-day to San Francisco by the Shinjo Maru. During their brief stay in Hongkong they gave their vaudeville programme at the Seamen's Institute.

Amongst the awards of the Royal Humane Society at its first meeting this year was a bronze medal bestowed upon Lieut. the Hon. J. B. M. Parnell, H.M.S. Newcastle, for rescuing drowning men off his ship.

At Horden recently the noted aviator, Chanteloup, looped the loop and performed other tricks in a gale blowing 60 miles an hour, before a great crowd of spectators. He narrowly escaped disaster, however, for his aeroplane was turned top-heavy by a violent gust as it reached the ground. At Antwerp, Hucks performed a similar feat for a wager, looping the loop in a 55 knot gale.

Eight of the crew of the British barque Malawa have arrived at Key West (Florida). They were rescued in mid-ocean from their sinking ship. The crew spent a day in the rigging, and attracted by means of torches, the notice of the British steamer Coriander, and were rescued thereby. They were afterwards transferred to a United States revenue cutter. The Malawa was abandoned as a derelict.

At the executive committee meeting of the Mid-Surrey (Epsum) Division Liberal Association held at the National Liberal Club on 14th ulto, Mr. Graham Procter Spicer, of Vosewood, Malden, a member of the London firm of Spicer Bros., paper makers, New Bridge Street, was recommended for adoption as Liberal candidate for the next election in opposition to Mr. Henry Keswick, the sitting member.

## SOCIAL AND PERSONAL.

Captain W. Church, Quartermaster, 2nd D.C.L.I. is to be promoted Hon. Major from Mar 18.

Lieut. Colonel A. I. Lean, A.P.D., lately Command Paymaster, South China, has joined at Edinburg.

Major F. S. Penny, R.A.M.C., who left the Colony last year, has been appointed to Cork for duty.

Major C. C. Nott, R.O.A., Singapore, has been appointed Secretary to the Ordnance Board. Major Nott came to Singapore last year.

The death is announced of Captain Charles Henry Dodd, aged 67, at the Government Civil Hospital early yesterday morning. Mr. Dodd was for many years a captain on steamers plying up and down the China coast, but 20 years ago he took over the business of Ramsey and Co., in Hongkong. Captain Dodd was not married, but leaves a brother and sister in Durham, England, to mourn his loss. The funeral took place at Pappy Valley yesterday afternoon.

Mr. F. C. Paul Sachse, formerly a partner of Messrs Carlowitz and Co., was elected Senator of Hamburg on 9th ult. Here Sachse (writes the Hamburg correspondent of the "London and China Express") was born at Leipzig on Oct. 24, 1859, and became a member of the staff of Carlowitz and Co. in 1880, and later a partner at Hongkong, where he also acted as Consul for the Netherlands. In 1901 Herr Sachse came to Hamburg, where he worked in his firm's branch till 1906, in which year he wholly retired from business. Herr Sachse was also a commercial member of the Colonial Council, and worked as a member of the directory of the East Asiatic Union as well as a member of the Evangelical Union for China and Japan. He also at one time served on the Board of Directors of the Hongkong and Shanghai Banking Corporation. When the result of the election is known, it is said that he showed a strong inclination to resign his seat in the city council to his residence to offer his felicitations in person, and a military guard of honour was posted outside the house.

Mr. John Peck's President is a pony who is supposed to have an affinity for the rails and unless he gets this place at the start, or jumps for it at the moment, he will not be able to get it. He has been seen at the start, and has been seen at the start, and has been seen at the start.

## TURF TOPICS.

## THIS MORNING'S SHORT WORK.

There was a small attendance at the Race Court this morning, which was to be expected as it was generally known that there would be no long gallops; the ponies being confined to trotting, with, in some cases, a sharp quarter or half mile burst. Both courses were open, but all the "spits" were done on the grass, with half-hurdles up. In the early morning the going was rather heavy on account of some dew overnight, but as soon as the sun appeared this course became faster. Most of Mr. Kadocrie's string were wearing sweating clothes. Mr. John Peck's ponies were trotted only, except Lockerie, which was entered a quarter mile.

The handicaps for the Foochow Cup (sixth race, first day) have been published and will be found on page 10.

The following were the times taken this morning:

Sunlight, 1, 35.3, 1.07.  
Conqueror Aster, 1, 34, 1.04.  
Royal Rose, 1, 30.4.  
Kashoon, 1, 31.3, 1.02.4.  
Candy Kid, 1, 30.2, 1.06.1.  
Triumph Aster, 1, 32, 1.02.4.  
Matchless Dahlia and Goldfinch Dahlia, 1, 30.1, 59.3.  
Jewell Aster, 1, 31.4, 1.09.4.  
Damon, 1, 35.3, 1.04.3.  
Crown Aster, 1, 32, 1.02.2.  
Britannia Dahlia, 1, 29.4.  
Monarch Dahlia, 1, 29.4.  
Dandy Boy, 1, 32, 1.08.  
Aldwych, 1, 32, 1.02.  
China Aster, 1, 30.3.

## Training Notes.

Until I commenced writing, or rather trying to write my notions and fancies about the go-go goes, I did not realize what a stupendous task I was in for and also what an amount of adverse criticism one can be made to undergo, so that I am truly thankful to the Editor for sheltering my offering under a Nom d'Plume. At the same time I am gratified that notice has been taken of my views and opinions rather than that the usual "males" style should have been adopted. Let us commence to-day by looking at the old ponies first. Mr. Ellis Kadocrie holds a very strong hand here, but he has opponents worthy of his steel in Sir Paul and John Peck, outside of these three stables there does not appear to be anything likely to be heard of in classic events, Capello for instance is not moving with his accustomed dash and vim. Anno Domini is telling a tale which the game old fellow has to listen to and respect. Sweet William who brought off a few surprises during the last season Gymkhana meetings is also under a cloud, a severe shoulder lameness, from which he undoubtedly was suffering is hardly or never completely cured, and hard training work is bound to make him feel this ailment and his form is now so unaccountably bad that he, I am afraid, will be discovered in the Race meeting results as an "Also Ran." Cleric who it was hoped by many might be good enough to win the Gymkhana Cup on the second day is also doubtful, he is not the Cleric of last year's meeting by a big handicap. Floral is moving well and might easily pick up a small event confined to his class. Sweet Rocket has been entered for a few races and is one of the gamiest ponies on the course; but he suffers from muscular rheumatism, however, should one of the smaller races run to suit him he should be there or thereabouts. Defford again is a sour tempered customer, and has his likes and dislikes. He ran very well in Mr. Gagg's hands during the summer, and has a chance in the Garrison Cup. One other pony who in races open to Gymkhana ponies must be thought about is Flying Kangaroo, this pony is a real roger, but when he condescends to gallop can do so to a good tune; how about his chance in the Gymkhana Cup on the second day? Snowdrop a recent importation of Mr. T. F. Hough's has won a race in Shanghai beating the Finkle Bird, but then in receipt of weight and or two other occasions he finished second to this same pony, he has been doing well in training and looks very fit and well, he might easily be a big dividend producer. Our old friend Donald Dhu, the little pony with a big heart, is also ready and willing to thank you, but here, I newly mentioned the race he is going to win, so will not talk about him further. The owner of Violini is confident that our last year's German Cup and Governor's Cup winner is alright and it is whispered even better than that on that occasion, so make up your minds for another surprise. We now come to the aristocrats of the different stables and to commence with Ellis Kadocrie's in which capacity I expect to see his name under winning owners. We can begin by looking at the plucky Fijian Chief. I should like to say at once and without any hesitation I fully expect to see this pony make a big name for himself this year, unless I am very much mistaken we need look no further for the winner of the Hongkong Champions as about his chances I think said "uff. Mah-rat's Chief, an ever-ready sub, who broke down so badly during the previous summer as a Gymkhana, that he was very poorly being deployed has developed into a time stayer, and the pony that broke him in long distances races will be a good "un. Mr. John Peck's President is a pony who is supposed to have an affinity for the rails and unless he gets this place at the start, or jumps for it at the moment, he will not be able to get it. He has been seen at the start, and has been seen at the start, and has been seen at the start.

There was a small attendance at the Race Court this morning, which was to be expected as it was generally known that there would be no long gallops; the ponies being confined to trotting, with, in some cases, a sharp quarter or half mile burst. Both courses were open, but all the "spits" were done on the grass, with half-hurdles up. In the early morning the going was rather heavy on account of some dew overnight, but as soon as the sun appeared this course became faster. Most of Mr. Kadocrie's string were wearing sweating clothes. Mr. John Peck's ponies were trotted only, except Lockerie, which was entered a quarter mile.

The handicaps for the Foochow Cup (sixth race, first day) have been published and will be found on page 10.

The following were the times taken this morning:

Sunlight, 1, 35.3, 1.07.  
Conqueror Aster, 1, 34, 1.04.  
Royal Rose, 1, 30.4.  
Kashoon, 1, 31.3, 1.02.4.  
Candy Kid, 1, 30.2, 1.06.1.  
Triumph Aster, 1, 32, 1.02.4.  
Matchless Dahlia and Goldfinch Dahlia, 1, 30.1, 59.3.  
Jewell Aster, 1, 31.4, 1.09.4.  
Damon, 1, 35.3, 1.04.3.  
Crown Aster, 1, 32, 1.02.2.  
Britannia Dahlia, 1, 29.4.  
Monarch Dahlia, 1, 29.4.  
Dandy Boy, 1, 32, 1.08.  
Aldwych, 1, 32, 1.02.  
China Aster, 1, 30.3.

## DEATH OF DR. STANLEY DAVIES.

## BROTHER OF THE CHIEF JUSTICE.

The Chief Justice, Sir William Ross, Davies, received a cable this morning informing him of the death at sea, of his brother Dr. Stanley Davies. Dr. Davies was a medical officer in the Leeward Islands, West Indies, and was 47 years of age.

The cable arrived just before the time fixed for this morning's sitting of the Full Court of Appeal of which the Chief Justice is a member, and the court was accordingly adjourned till Thursday next.

and won a couple of races is showing good form but the colour (skewball) is against him, they are proverbially hearted if nothing worse. The little 12.5. Vice-Presidents won the Tien-tien St. Legee but could not get a place in the Champions there, he appears to be a good game little beast but it must be remembered "A good big 'un' always beats a good little 'un." Sir Paul has purchased a couple of good winners in Tref now called Conqueror Aster and Flock now Triumph Aster, the former pony was thought unlikely not to have won races in Shanghai as the fast meeting but reports state that he was not quite fully trained. Yet he always ran well up, and fought out the finishes, so that he is at all events game. Flock who I believe hails from Peking, has covered himself with glory up to his Peking would rate on about a par with one of our Gymkhana. The old veteran Royal Rose, one of the best that ever looked though a brute will have to be placed carefully to pick anything up, as the poor old man is losing his dash.

## DEBUT GRIFFIN.

The Derby up to the present is very open, yet of course every one has his or her hopes or fancies and the one or two much fancied candidates have disappointed their backers this week, it may have been only due to the state of the course, or a cold morning, or, and here, how many people compare a pony to a machine, quite forgetting that they have their off days similar in all respects to humans. Banjolin I mention his name first because until quite recently he held pride of place in the lotteries, and only his last gallop had created a dislike to him in some circles. With reference to this last gallop, it must be borne in mind that the course was heavy and also far more important, his first mile and a quarter of a 14 mile gallop only occupied 2.50 which in itself is quite a good gallop—I look to see this pony on Saturday again re-establish himself in public favour. Saxon Chief whose gallop yesterday placed him amongst the ponies who hold a good chance is a pony of good type, a well balanced, strong animal and I was pleased to see when Mr. Moller asked him a question, he answered quite satisfactorily, the same stable's "Nigerian Chief is also well up, but I prefer him over a shorter distance. Roman Chief, a curiously shaped Dun, actually did the best Derby gallop this morning, and he was supposed to be a sprinter pure and simple; it being understood, three quarters mile was his limit. I must confess I did not particularly like John Peck's Lockerie and Annan in their trial gallop, the finish left much to be desired though the time was good. Annan was all along supposed to be the real Derby candidate but Lockerie disposed of his pretension quite easily. I have purposely left Sir Paul's stable until nearly last because in my opinion the Derby winner is sheltered there. I am not sure which one of the two is the better; I refer here to Jewell Aster and Britannia Dahlia, which appear to be the two best, no one could gain say that Jewell Aster's Derby trial of Wednesday was a good sound performance and he finished in a game manner which won him a lot of friends and I venture to add backers. Mr. Stubb has two entries, Kashoon and Mallard, but the latter has only been sent about distances has no evidently not intended, but Kashoon is a lot of admirers and supporters as a matter of fact he has done the best long distance gallop, rattling off a 14 mile gallop in 4.05, but the general impression is that he cannot quicken when called on by a natural galloper, only. It would at the present moment be extremely difficult to name the winner of the Derby. Nothing star's out head and shoulders as for instance Fijian Chief did last year. However, Saturday morning gallops will enable us to decide definitely and in that day I shall endeavour to give tips for Monday's events, and perhaps a few late notes.

## HADDING BEIL.

A Chinese woman living at No. 48 Square Street, has died in the Government Civil Hospital through the effects of opium. It is stated that her husband administered the drug as a medicine to alleviate stomach pains. She is said to have been addicted to the opium habit.

## AN OVERDOSE OF OPIUM.

A Chinese woman living at No. 48 Square Street, has died in the Government Civil Hospital through the effects of opium. It is stated that her husband administered the drug as a medicine to alleviate stomach pains. She is said to have been addicted to the opium habit.

## THE JAPANESE RELIEF FUND.

The Japanese Relief Fund Committee has announced the following further subscriptions which they have received with thanks:

## "THE IDOL'S EYE"

## A SUCCESSFUL PRODUCTION.

Every seat in the Theatre Royal was occupied last night on the occasion of the first performance of "The Idol's Eye," a two-act musical comedy by Mr. R. M. Croso, B.A. Among those present were H.E. the Governor, Sir F. H. May, K.C.M.G., and Lady May, Admiral Sir T. M. Jerram, K.C.B., and Mrs. Jerram, Major-General F. H. Kelly, C.B., and Mrs. Kelly.

The cast was as follows:—A rich retired Canton Merchant.

Mr. W. A. Hannibal.

Arthur Dane, in love with his daughter.

Capt. C. V. B. Skrimshire, R.A.

Also Branscombe, Of the Chinese Maritime Customs.

Capt. A. H. K. Watson, A.S.C.

Sirius G. Whizz, Bogus Prospector.

Mr. V. O. Smyth, R.G.A.

Peter Biogga, Bogus Prospector.

Mr. S. L. Webber, 2nd Bn. D.C.L.I.

Lai On, Branscombe's "Boy."

Mr. R. M. Croso, B.A.

We Pak, The Abbot of the How Kwik Monastery.

Mr. Geo. P. Lammer.

Hang On, His scolded assistant.

Mr. R. G. Munce.

Mr. B. L. J. Jones.

Mr. J. A. Young.

Mr. R. Brown.

Mr. M. F. Murray.

Mrs. Andou, A Widow.

Mrs. Francis Clark.

Patricia, Brewster's Daughter.

Miss Robertson.

Daphne Price, Her Friend.

Mrs. Copley Moyle.

Guests, Messieurs Carter, Dobbs, Evans, Jones, Forbes, Hobb, Robertson and Webber.

Misses Main and D. Robertson.

Messrs. Archibut, Abney, Diers, Brown, Jones, Murray, and Hester and Young.

Act I.—A Garden Party at Mrs. Brewster's House in Surrey.

Act II.—The How Kwik Monastery at Shoo King, Kwang Tung, China.

The new play is a more ambitious effort than Mr. Croso's "The Cook," an idyll of the Peak, which was so successfully produced last year. On the whole, it is superior, but it must be said that the casts do not present the play in as finished a manner as was the case last year. The music of the new play is much in the manner of most musical comedies, and comprises some really pretty airs such as "When Autumn Leaves are Gently Falling," which Miss Robertson, as Patricia, sang very sweetly, and "The Old-Old Way," a humorous song with a "catchy" chorus which Mr. Croso, as Lai On, sang with fine effect and to the delight of the audience. The libretto is somewhat above the professional musical comedy, the humorous incidents being narrated very cleverly. The play dwells with the adventures of certain people to obtain possession of the green jade eye of an idol in a Chinese monastery. The love incident is, of course, present, one of the victims reminding one more of the melancholy Duncun of the morose Romeo, in the dejection he portrays as the victim of "despised love" while the other is quite a gay Lothario, apparently less loving than beloved. The action of the play moves freely and naturally and is technically well done. The "Chin-nsey" element introduced is much better than is usually found in the merry and bright comedies of today, and the local allusions introduced into some of the songs are clever and to the point. The play is effectively produced, especially the second act, and the dresses worn are thoroughly appropriate.

On the whole, the cast gave a good account of themselves. Miss Robertson as Patricia Brewster, was sweetly charming, just as she was intended to be, and her singing and dancing were very well performed. Mrs. Copley Moyle as Daphne Price was delightfully vivacious, and acted very naturally and ably. Mrs. Francis Clark was remarkably good as Mrs. Andou, a widow more in love with her vulgar self. Mrs. Clark also sang one of the most popular songs of the evening, and sang it accordingly well. As the rich retired and very vulgar "Canton merchant," Benjamin Brewster, Mr. W. A. Hannibal acted with admirable ease. He also sang several songs with great effect. Captain Skrimshire did not appear to be well suited to the part of Arthur Dane, the slighted lover, but, nevertheless, he acted very cleverly. Captain Watson's Alec Branscombe was ably performed, and he was particularly amusing in the Monastery. Mr. Croso, as Lai On, was one of the strongest members of the cast and sustained his difficult part with much ability. As We Pak Mr. George Lammer was eminently successful in portraying the sickly Abbot. Mr. Munce as Hang On and his fellow monks had little to do but they did it very well. The bogus prospectors were in the very capable hands of Messrs. Smyth and Webber, and the former's clever Yankeeisms and the latter's buoyant style were very amusing and were greatly enjoyed. The orchestra was composed of members of the 2nd Bn. D.C.L.I. band, and performed most ably under the direction of Bandmaster Roberts, who appeared to enter very heartily into the piece, to the success of which he contributed not a little.

During the evening, the ladies taking the principal parts were the recipients of beautiful bouquets, and at the close of the play Mr. Croso had to respond to numerous calls for the "Author." In doing so Mr. Croso thanked the audience for the hearty reception they had given the play and said that he was very glad to hear that the play had been so well received.

The Japanese Relief Fund Committee has announced the following further subscriptions which they have received with thanks:



## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## AUSTRALIAN MILITARY APPOINTMENT.

LONDON, Feb. 13.  
Reuter's correspondent at Melbourne telegraphs that Brigadier General Bridges has been appointed Inspector General of the Forces.

## INTERNATIONAL RUGBY MATCH.

His Majesty To Be Present

LONDON, Feb. 13.  
His Majesty the King will be present at the Anglo-Irish Rugby match on Saturday.

## AMERICA AND ARBITRATION TREATIES.

LONDON, Feb. 13.  
A telegram from Washington states that the Foreign Relations Committee of the Senate have reported in favour of the Arbitration treaties, into which it is proposed to enter with Great Britain, Japan and Italy.

## CHINA'S NEW FINANCIAL REPRESENTATIVE.

LONDON, Feb. 13.  
Chin Chen Tuo, the Chinese financial representative at London, is to watch the markets in London and on the Continent in order to acquaint the Chinese Government with the opportunities of an early loan.

## THE BRITISH PARLIAMENT.

The Debate Concluded.

LONDON, Feb. 12.

Mr. John Redmond said the Nationalists would readily respond to the plea for amicable settlement. He considered that the Opposition, and not the Government, should have taken the initiative. He accepted, however, the new situation. Mr. Redmond indignantly repudiated the suggestion that the Nationalists only wanted Ulster's taxes, and deprecated the talk of civil war. He did not take any tragic view in regard to that, but desired most sincerely that the new Parliament should not be handicapped by any conflict with their fellow-countrymen.

Lord Midleton's amendment was adopted by 243 votes to 55.

## Lord Crewe on Ulster's Fears.

In the House of Lords, Lord Crewe said the Government did not believe that the fears of Ulster were justified, but were prepared to try to meet them. He would not remain in office a day if he believed that the interests of anybody in Ulster would be imperilled.

## Result of the Division.

The division figures were received by the opposition with shouts of "Resign." The Conservatives declare that it is a bad division for the Government at the opening of the Session, and may stiffen the feeling against a settlement by consent.

The Liberals ascribe the fall in their majority to the fact that many of the ministerialists are still ill.

## The Air Clearer.

The general impression is that the Home Rule debate has considerably cleared the air, and that the possibility of civil war is remote. Liberals and unionists alike feel that there has been a change for the better. Undoubtedly all means towards a settlement will be thoroughly explored, and there is a strong feeling that, failing an agreement, a General Election is practically certain.

## AMERICA'S MERCANTILE MARINE.

Plans for its Restoration.

LONDON, Feb. 12.  
Reuter's correspondent at Washington telegraphs that President Wilson announces that plans for the restoration of the American Merchant Marine will be considered when Congress has disposed of pending questions.

## A SENSATION AT KIBBY.

Alleged "Ritual Murder."

LONDON, Feb. 12.  
The remains of a Christian boy, who was murdered at Eastoft, near Kibby, has been found. The boy is alleged to have been the victim of a ritual murder.

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## PORTUGUESE GOVERNMENT AND POLITICAL PRISONERS.

COMPLETE AMNESTY RECOMMENDED.

LONDON, Feb. 13.

A telegram from Lisbon states that the Government will submit to-morrow a Bill for the complete amnesty of individuals, condemned for political offences and non-criminal misdemeanours.

The ringleaders will be exiled.

Persons awaiting trial will be released immediately after.

An inquiry into their cases will be opened at once with a view to deciding as to their exile or acquittal.

## THE LABOUR PARTY AND SOUTH AFRICAN LABOUR TROUBLES.

LONDON, Feb. 13.

The House of Commons was crowded when Mr. Ramsay MacDonald, Leader of the Labour Party, moved an amendment to the Address, instructing Lord Gladstone to reserve the Indemnity Bill until a judicial inquiry has been instituted concerning martial law in South Africa, and particularly regarding deportations. He claimed that the amendment in no way encroached upon the Union's rights of self-government. Nobody could accuse him of wishing to limit those rights. There were sufficient facts at the disposal of the House to justify them in raising the matter, which, he emphasised, was a mere trade union dispute. He contended that nothing had happened which justified the proclamation of martial law and deportations.

Mr. J. Pointer (Lab.) formally seconded the amendment.

Mr. Harcourt, Secretary, for the Colonies, who followed, praised Mr. Ramsay MacDonald's eloquence and moderation.

Mr. Ramsay MacDonald, after paying a tribute to the ability of Mr. Smuts, who, he said, was best qualified to make out the Government's case, quoted the statement of Mr. Merriman that there was remarkably little evidence of conspiracy. Mr. MacDonald remarked "That is true enough. Allegations were made against the strikers, but they must be proved. It was said that strikers were in possession of dynamite. If that were true, it would be serious, but only four strikers were arrested on this charge, and all have been released."

## THE CHANGES IN THE BRITISH CABINET.

Important Bye-Elections.

LONDON, Feb. 12.

The appointment of Cabinet Ministers mentioned in yesterday's issue have been confirmed.

Mr. Sydney Buxton will be elevated to the Peerage, and succeed Lord Gladstone as Governor-General of South Africa.

The result of the bye-elections at South Bucks, Leith, Poplar, and Bethnal Green are expected to clear the air as regards Home Rule.

A member of the London County Council, Mr. A. W. Yeo, has been adopted as Liberal candidate for Tower Hamlets (Poplar). Mr. Sydney Buxton's seat.

A Unionist, Major Sir Matthew Wilson, opposes Mr. C. F. G. Masterman at Bethnal Green.

## Ministers take the Oath.

His Majesty the King presided over a Privy Council meeting yesterday at which Mr. Buxton, Mr. Samuel, Mr. Hobbhouse and Mr. Masterman took the oath on entering upon their new positions.

## A NEW "ZEPPELIN."

32,000 Metres Capacity.

LONDON, Feb. 12.

Reuter's Berlin correspondent telegraphs that Admiral von Tirpitz has announced that the next Zeppelin airship will have a capacity of 32,000 metres, as compared with the 27,000 of the previous largest, destroyed at Heligoland.

## CONDITION OF INDIANS IN SOUTH AFRICA.

LONDON, Feb. 12.

Mr. McCallum Scott, Liberal M.P. for Bridgeton (Glasgow) on Friday moved an amendment to the Address, pointing the condition of His Majesty's subjects in South Africa.

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE SWEDISH CRISIS.

MORE DEMONSTRATIONS.

LONDON, Feb. 13.

A telegram from Stockholm states that Baron Gier has been successful in forming a Moderate Liberal cabinet. 1800 students in the universities at Upsala, Lund, and Gothenburg joined with 1000 the inhabitants of Stockholm in a demonstration of patriotism and loyalty before the King.

His Majesty reiterated his statement regarding the necessity for the improvement of the country's defences.

A counter demonstration was held by the Socialists in favour of the ex-Premier.

## L'ENTENTE CORDIALE.

British Squadrons in French Ports.

LONDON, Feb. 13.

The two British squadrons now visiting Cherbourg and Brest are being lavishly entertained.

## BIRMINGHAM SUFFRAGETTES ACTIVE.

Carnegie Library Burnt Down.

LONDON, Jan. 13.  
The Suffragettes have burnt down the Carnegie Library at Birmingham. They also attempted to blow up the late Mr. Arthur Chamberlain's mansion.

(Hak Taz Yat Po's Service.)

## MONGOLIAN AFFAIRS.

NO LOAN FROM RUSSIA.

PEKING, Feb. 12.

The members of the Urga Commission returned to St. Petersburg on learning of the failure of the loan negotiation. The Hutukhu professed much disappointment at the bare of affairs, and is now consulting his subordinates as to whether Mongolia shall proclaim its independence or its loyalty to the Chinese Republic.

## SUPPRESSING WHITE WOLF.

PEKING, Feb. 12.

The President has accepted a scheme for the suppression of the White Wolf bandits prepared by Tin Man Lit, Governor of Shantung, who is shortly to be transferred to Honan province.

## FORMING A NEW CABINET.

PEKING, Feb. 12.

Chin Shi Chang is on his way to Peking to take up the Premiership temporarily, and will form a new Cabinet on his arrival in the capital.

## RAILWAY LOAN SANCTIONED.

PEKING, Feb. 12.

Sanction has been given to Admiral Lau Koon Hung to borrow a foreign loan for railway construction in Fokien province.

## A DEBTOR'S LUGGAGE.

Fulane Judge's Consideration.

In the Summary Court this morning an action was heard in which Owen Ellis Owen, proprietor of the Carlton Hotel, sued D. A. Caldwell for the recovery of \$152.90 for board and lodging.

Mr. Norington represented the plaintiff, and Mr. Dixon was for the plaintiff.

Mr. Dixon intimated that he would consent to judgment for the amount of the claim and asked for a stay of execution for one week. His client told him that he was owed by a Chinese company a sum of \$400. He had written demanding payment and his (Mr. Dixon's) interpreter assured him that the amount would be paid. As his Lordship knew, it was impossible to get money from Chinese at a moment's notice. It was no use arresting defendant and putting him in jail.

His Lordship asked if defendant had some luggage?

Mr. Norington replied that his instructions were that defendant's boxes were lying in plaintiff's house; he did not know what they contained. He added that defendant was undoubtedly a bird of passage.

His Lordship: Do you want to arrest him?

Mr. Norington said he did not. But he wanted to be quite sure that defendant would remain in the Colony and would therefore forego execution on his luggage.

His Lordship: Can you seize his property without selling it? he could not.

His Lordship said the only thing was that if the boxes contained personal effects and were sold they would bring practically nothing; they would be worth more in that case to defendant than to plaintiff.

He added that he was trying to advise Mr. Norington of being asked by what defendant might be relieved of having his personal effects sold for a mere sum.

Mr. Norington said he had information that defendant was to be levied on the property by defendant's present landlord.

On Mr. Norington undertaking to provide the sale of the goods, the judge gave judgment for a week's imprisonment and judgment for plaintiff's costs.

## CHURCH MISSIONARY ASSOCIATION.

HIS EXCELLENCY ON MISSIONARY DIFFICULTIES.

The Future of Christianity in China.

At the annual meeting of the Hongkong Church Missionary Association, held last evening at St. Paul's College, hopeful reports of the society's work and influence were presented, and an interesting address given upon the outlook for Christianity among the student class in China by Mr. Yen Yee Chuen, one of the C.M.S. missionaries in Szechuan province and a speaker of great ability. The Bishop of Victoria (Dr. Lander) presided and among others present were H.E. Sir Henry May, K.C.M.G., Lady May, Archbishop Barnett, the Rev. Canon May, Rev. A. D. Stewart, Major Wernborn (acting hon. treasurer), Mr. E. T. Williams (hon. secretary).

Major Wernborn, who since the departure of Colonel St. John has taken charge of the association accounts presented the balance sheet, which showed that the income amounted to \$2,080,300, nearly the whole of which had been distributed in grants. It was stated that this year St. John's Cathedral special collection was not included, as the offering, amounting to over \$300, was made later than usual.

The honorary secretary presented a hopeful report on the past year's work. The period had been a satisfactory one, he said, so far as the collection of subscriptions was concerned. A most interesting visit was paid by a party of subscribers and friends to Kowloon City to see the missionary work there. The most important departure during the year was the proposal that the society should maintain its own native teacher. Many Europeans regretted their inability to speak to their servants of the Gospel, and yet felt a responsibility in this matter, and it was unanimously realised that in this respect such a native worker would fill a long felt want. The work of the association was making progress, though not to the extent desirable, and if subscribers would not only give money, but interest their friends in it and pray for its work, it would play a more useful part.

The report and accounts were adopted and the following officers elected for the year: General secretary, Lieut. Hanning Lee, B.N.S.; corresponding secretary, Mr. Sykes; hon. treasurer, Major Wernborn; hon. secretary, Miss Iris May; committee, Miss Pitts, Mrs. Pritchard, Mrs. Stodart, Mrs. Kennedy, Mrs. W. Humphreys, Mrs. Harbord, Mr. A. E. W. Salt, and Dr. Saunders, together with all subscribing clergy.

The Bishop announced that Dr. Neville Bradley, who was to speak on the subject of Medical Missions, was unavoidably prevented from being present, but the Rev. Mr. Carpenter, of Fochow, who was doing excellent evangelical work, had consented to take his place.

Mr. Yen Yee Chuen gave a very optimistic and forceful address upon the methods and prospects of missionary work among the student class in Western China, and Szechuan province in particular. He said the students in Szechuan were far removed from the atmosphere of Occidental civilisation, and it was not until some time after the Allied Armies marched into Peking that the majority of them began to realise the value of modern science and Western learning. During the last decade schools had remarkably increased in number. In the capital alone there were 180 schools; 40 or 50 were large colleges, each of which had about 400 students. Most of them had four or five foreign teachers, and instruction was generally given through interpreters. The pupils were all remarkably keen, and were expected to take the leading parts in the government service of the province in the future. The speaker referred to the establishment of a Young Men's Christian Association in the capital, which afforded an opportunity for the intercourse of the students with the Christian community. Both the Government and the student class, who were formerly opponents to the Christian section of the population, were now favourably disposed toward them, and the Governor had promised to give \$3,000 to the association every year. The remarkable sum of \$20,000 had been subscribed in the province, and this was truly extraordinary. Szechuan was not by any means a rich province. It was not so much the amount of money subscribed which impressed one as the earnest desire shown to assist in carrying on Christian work. Those in authority had shown in many ways that they realised what Christianity had done and was doing to promote a higher morality among the students and the imperative necessity of helping on this Christian work. He was very thankful to be able to say that the student class in China was now fully awakened. Now that, after centuries of religious intolerance, they had religious freedom Christianity was facing quite a different generation in China. The present time was most critical, for they must not allow Christianity to be mis-represented, or mis-interpreted. Christianity had a very great future before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

H.E. the Governor expressed his thanks to Mr. Yen and Mr. Carpenter for their interesting addresses. He was personally extremely interested, particularly in Mr. Yen's address. The difficulties which missionary workers had to face were a very great feature before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

H.E. the Governor expressed his thanks to Mr. Yen and Mr. Carpenter for their interesting addresses. He was personally extremely interested, particularly in Mr. Yen's address. The difficulties which missionary workers had to face were a very great feature before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

H.E. the Governor expressed his thanks to Mr. Yen and Mr. Carpenter for their interesting addresses. He was personally extremely interested, particularly in Mr. Yen's address. The difficulties which missionary workers had to face were a very great feature before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

H.E. the Governor expressed his thanks to Mr. Yen and Mr. Carpenter for their interesting addresses. He was personally extremely interested, particularly in Mr. Yen's address. The difficulties which missionary workers had to face were a very great feature before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

H.E. the Governor expressed his thanks to Mr. Yen and Mr. Carpenter for their interesting addresses. He was personally extremely interested, particularly in Mr. Yen's address. The difficulties which missionary workers had to face were a very great feature before it in Western China.

The Rev. Mr. Carpenter gave an account of some of his journeyings on evangelistic work in the large district in which he is working.

## CORRESPONDENCE.

THE HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

(To the Editor of the "China Mail.")

Sir.—The Annual General Meeting of one of the oldest and most extensive going concerns in the Far East, namely the Hongkong and Whampoa Dock Company Limited, is close at hand.

Looking back at the work they have done, and the number of large contracts that they entered into and the satisfactory manner in which they were executed, (apart from the very satisfactory arrangement made between them and the Yikou Dock and Engineering Company) during the last year, the expectation of a large profit is great and even many a shareholder to conjecture what the figures are likely to be when the Annual Report is published.

It will be remembered that the dividend is paid during the past few years have been very disappointing according to an investor's point of view, and it is hoped that the turn of the tide in the Company's affairs will satisfactorily benefit the shareholders who have suffered in this respect in the years gone by.

I take this opportunity of venturing to suggest to the Directors that before determining the amount to be apportioned for dividends for the last year, they should seriously consider the manner in which the shareholders have suffered during the past in the way of dividends and to treat them fairly in this respect.

I may mention that my feelings heretofore are shared by many shareholders whom I have had occasion to converse with on the subject, and I hope this will have some weight or bearing when the Directors consult.

Thanking you for your valuable space—

I am, Dear Sir,

Yours truly,

"INVESTOR."

turned people among the Chinese, and that drawback was enhanced on the enormous difficulty of Europeans acquiring sufficient knowledge of the Chinese language to carry on such an argument. A man might learn sufficient Chinese to preach a well prepared sermon, but that was a very different matter from sitting down and meeting the question and argument of a man who was a B.A. or M.A. in China. Therefore it had always struck them, laymen and lookers on, that there was a great necessity for co-operation between the European and the well-educated Chinese who were of equal standing, intellectual capacity and learning to the unbeliever whom they wished to convince. The Chinese were an very reasonable people, and their reason carried them so far that they would not be convinced until their whole mind was conquered. He had always admired them for that. If they were convinced they were easily swayed. They were also extraordinarily subject to personal animosity and would do a good deal of personal respect and affection for an individual. Therefore it was, as Mr. Yen had said, a very difficult thing, this missionary enterprise in China, because if all the qualities needed were to tackle the well educated Chinese were centred in one man he would be a paragon. They could not get paragon, and therefore must try to fill the things which an Englishman lacked by cultivating men who, from their birth upwards, had had a thorough knowledge of the Chinese language and the Chinese mind. He, who had studied Chinese and China for some time, had always felt that one never did know exactly what a Chinese man's mind was. He looked at things from such a different aspect, that an argument which one might feel to be convincing was often not the proper argument to use if the Chinese mind was to be influenced.

The Bishop announced that Yunnanfu and Nanningfu were shortly to be opened up by the C.E.M.S. At the former place Dr. Bradley was to establish a hospital, with three doctors and two nurses. At present there was not a single missionary doctor in Yunnan.

## CARTRIDGES IN SOAP PACKETS.

Chinese Passenger Fined \$250.

Another ingenious device for smuggling arms into the Colony was discovered yesterday on board the s.s. Proteusina. A Chinese passenger, giving the name of James Long, boarded the ship at Boston and took with him several packets of soap and mirrors. The British detective who examined the vessel in Hongkong Harbour found that the soap packets had been extracted and boxes of ammunition substituted.

A rifle, a shot gun and parts of an automatic revolver were hidden behind a mirror.

Long was charged to-day under the new Ordinance, before Mr. Wood, with attempting to smuggle arms and ammunition into the Colony, and a fine of \$250 was imposed.

## The Advisory Committee to the Board of Trade on Commercial Intelligence.

has decided that special commercial missions should be deputed at an early date to investigate the conditions and prospects of British trade in Siberia and China.

A scheme for building a central London place for workmen on the lines of a fashionable West End club, restaurant, picture palace, meeting halls, and trade union offices combined, is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

## DON'T COUGH.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

It is almost to allow a cough to hang on and spread globally, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become inflamed, when you can get relief so soon. It is a common-sense remedy, and it is being carried out by an association of about 50 trade unions. The Labour hall alone will cost nearly \$25,000.

## LANE, CRAWFORD

and Company

HARDWARE DEPARTMENT.

"EVERYTHING FOR THE HOUSE"

BEST SHEFFIELD ELECTRO-PLATED WARE

TABLE AND POCKET CUTLERY

KITCHEN UTENSILS

IN

ALUMINIUM, ENAMEL, AND TIN WARE

BRASSWARE OF EVERY DESCRIPTION

HINKY CELEBRATED

OIL AND ELECTRIC LAMPS

HEARTH SUITES, FIRE SCREENS,

HEATING AND COOKING STOVES,

FILTERS, FREEZERS, ICE CHESTS,

ETC. ETC.

LANE, CRAWFORD



## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

SHANGHAI, MOJI, KOBE, YOKOHAMA, MALTA, About 24th Feb. Freight and Passage.

SHANGHAI, ASSAYE, 10 a.m. Freight and Passage.

LONDON, via Suez, Canal, 14th Feb. Freight and Passage.

LONDON & ANTWERP, 18th Feb. Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. M. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND  
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN N.B.  
SUBJECT TO ALTERATION.

| FOR VANCOUVER.              | FOR LIVERPOOL.     |
|-----------------------------|--------------------|
| From Hongkong.              | From St. John N.B. |
| EMPEROR OF ASIA, Feb. 19.   | SAT., March 14.    |
| EMPEROR OF JAPAN, Mar. 5.   | WED., April 1.     |
| EMPEROR OF RUSSIA, Mar. 19. | SAT., April 11.    |

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 18850 tons gross—30,025 tons displacement—fastest, latest and most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless telegraph.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express train and at St. John N.B. with Atlantic Mail steamer as shown above. The 'Empress of Britain' and 'Empress of India' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA } Optional Atlantic Port £11.10.  
EMPEROR OF ASIA } do do £25.  
EMPEROR OF JAPAN } do do £25.  
EMPEROR OF INDIA } do do £25.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£43.  
Boston, or New York—£45.

Meals and sleeping car across Canada not included in any of above rates. If required such will cost 25 additional.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c.

Full particulars apply to Agents.

Through passengers are allowed 'Stop Over' privileges at the various points of en route.

For further information, Maps, Price books, Rates of Passage and Freight, apply to D. W. WILDOCK, General Traffic Agent, Corner Pacific Street and Fray's (opposite Blake Pier).

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION.   | STEAMERS.                                  | SAILING DATES.                   |
|--|--|----------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID. | IRYO MARU, Capt. Hirase, Tons 12,500.      | WEDNESDAY, 25th Feb. at 10 a.m.  |
| VICTORIA, B.O., & SEATLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA.                     | HIRANO MARU, Capt. H. Fraser, Tons 10,600. | WEDNESDAY, 11th Mar. at 10 a.m.  |
| KOBE & YOKOHAMA.   | AKI MARU, Capt. Noma, Tons 12,500.         | TUESDAY, 24th Feb. at Noon.      |
| NAGASAKI, KOBE AND YOKOHAMA.   | SADO MARU, Capt. K. Asakawa, Tons 12,500.  | TUESDAY, 10th March, at Noon.    |
| SHANGHAI, MOJI, KOBE, YOKOHAMA.  | KAMO MARU, Capt. K. Kawata, Tons 10,600.   | THURSDAY, 26th Feb. at 11 a.m.   |
| YOKOHAMA.  | TANGO MARU, Capt. Sekine, Tons 13,500.     | WEDNESDAY, 11th March at 11 a.m. |
| SHANGHAI, MOJI, KOBE, YOKOHAMA.  | HAKATA MARU, Capt. Nomura, Tons 12,500.    | FRIDAY, 13th February.           |
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY, 12th Feb. at Noon.                               | KUMANO MARU, Capt. M. Winkler, Tons 9,300. | WEDNESDAY, 11th March at Noon.   |
| DAY ISLAND, TOWNS, VILLE AND BRISBANE.   | TANGO MARU, Capt. Sekine, Tons 13,500.     | WEDNESDAY, 11th March at Noon.   |
| BOMBAY via SINGAPORE, COLOMBO.   | JINSEN MARU, Capt. Sano, Tons 5,000.       | TUESDAY, 17th February.          |
| CALCUTTA via SINGAPORE, PENANG & RANGOON.  | SANUKI MARU, Capt. Deguchi, Tons 12,500.   | SATURDAY, 21st February.         |

Fitted with new system of wireless telegraphy. Cargo only.

## PASSENGER SEASON—1914

| FOR EUROPE.  |            |       |                          |
|--------------|------------|-------|--------------------------|
| IRYO MARU    | 2,500 tons | sails | Wednesday 25th February. |
| HIRANO MARU  | 10,600     | "     | 11th March.              |
| KATORI MARU  | 20,000     | "     | 25th March.              |
| KAMO MARU    | 10,600     | "     | 8th April.               |
| KASHIMA MARU | 20,000     | "     | 22nd April.              |

| FOR AMERICA.  |             |       |                        |
|---------------|-------------|-------|------------------------|
| AKI MARU      | 12,500 tons | sails | Tuesday 24th February. |
| SADO MARU     | 12,500      | "     | 10th March.            |
| YOKOHAMA MARU | 12,500      | "     | 24th March.            |
| AWA MARU      | 12,500      | "     | 7th April.             |

With option of Ball between Steamer's calling Ports in Japan.

For further information apply to T. KUSUMOTO, Manager.

## HONGKONG'S MUSICAL HISTORY

BY H. L. O. GARRITT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price 2s. 6d. per copy.

## SHIPPING

## PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO  
Via Shanghai or Manila, Nagasaki, Yokohama and Honolulu.

THE SUNSHINE BELT  
Operating the following steamers:

MONGOLIA, MANCHURIA, KOREA, SIBERIA  
NILE, CHINA and FERRIA.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Signaling Service and High Cook.

Culinary under personal supervision of Mr. Y. Moroni, one of the World's most famous caterers.

Return Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Feb. 7. PERLA. Feb. 8. KOREA. Feb. 14. Mar. 12. CHINA. Feb. 15. SIBERIA. Feb. 16. Mar. 14. CHINA. Feb. 17. SIBERIA. Feb. 18. Mar. 15. CHINA. Feb. 19. SIBERIA. Feb. 20. Mar. 16. CHINA. Feb. 21. SIBERIA. Feb. 22. Mar. 17. CHINA. Feb. 23. SIBERIA. Feb. 24. Mar. 18. CHINA. Feb. 25. SIBERIA. Feb. 26. Mar. 19. CHINA. Feb. 27. SIBERIA. Feb. 28. Mar. 20. CHINA. Feb. 29. SIBERIA. Feb. 30. Mar. 21. CHINA. Feb. 31. SIBERIA. Mar. 1. CHINA. Mar. 2. SIBERIA. Mar. 3. CHINA. Mar. 4. SIBERIA. Mar. 5. CHINA. Mar. 6. SIBERIA. Mar. 7. CHINA. Mar. 8. SIBERIA. Mar. 9. CHINA. Mar. 10. SIBERIA. Mar. 11. CHINA. Mar. 12. SIBERIA. Mar. 13. CHINA. Mar. 14. SIBERIA. Mar. 15. CHINA. Mar. 16. SIBERIA. Mar. 17. CHINA. Mar. 18. SIBERIA. Mar. 19. CHINA. Mar. 20. SIBERIA. Mar. 21. CHINA. Mar. 22. SIBERIA. Mar. 23. CHINA. Mar. 24. SIBERIA. Mar. 25. CHINA. Mar. 26. SIBERIA. Mar. 27. CHINA. Mar. 28. SIBERIA. Mar. 29. CHINA. Mar. 30. SIBERIA. Mar. 31. CHINA. Apr. 1. SIBERIA. Apr. 2. CHINA. Apr. 3. SIBERIA. Apr. 4. CHINA. Apr. 5. SIBERIA. Apr. 6. CHINA. Apr. 7. SIBERIA. Apr. 8. CHINA. Apr. 9. SIBERIA. Apr. 10. CHINA. Apr. 11. SIBERIA. Apr. 12. CHINA. Apr. 13. SIBERIA. Apr. 14. CHINA. Apr. 15. SIBERIA. Apr. 16. CHINA. Apr. 17. SIBERIA. Apr. 18. CHINA. Apr. 19. SIBERIA. Apr. 20. CHINA. Apr. 21. SIBERIA. Apr. 22. CHINA. Apr. 23. SIBERIA. Apr. 24. CHINA. Apr. 25. SIBERIA. Apr. 26. CHINA. Apr. 27. SIBERIA. Apr. 28. CHINA. Apr. 29. SIBERIA. Apr. 30. CHINA. May 1. SIBERIA. May 2. CHINA. May 3. SIBERIA. May 4. CHINA. May 5. SIBERIA. May 6. CHINA. May 7. SIBERIA. May 8. CHINA. May 9. SIBERIA. May 10. CHINA. May 11. SIBERIA. May 12. CHINA. May 13. SIBERIA. May 14. CHINA. May 15. SIBERIA. May 16. CHINA. May 17. SIBERIA. May 18. CHINA. May 19. SIBERIA. May 20. CHINA. May 21. SIBERIA. May 22. CHINA. May 23. SIBERIA. May 24. CHINA. May 25. SIBERIA. May 26. CHINA. May 27. SIBERIA. May 28. CHINA. May 29. SIBERIA. May 30. CHINA. May 31. SIBERIA. Jun. 1. CHINA. Jun. 2. SIBERIA. Jun. 3. CHINA. Jun. 4. SIBERIA. Jun. 5. CHINA. Jun. 6. SIBERIA. Jun. 7. CHINA. Jun. 8. SIBERIA. Jun. 9. CHINA. Jun. 10. SIBERIA. Jun. 11. CHINA. Jun. 12. SIBERIA. Jun. 13. CHINA. Jun. 14. SIBERIA. Jun. 15. CHINA. Jun. 16. SIBERIA. Jun. 17. CHINA. Jun. 18. SIBERIA. Jun. 19. CHINA. Jun. 20. SIBERIA. Jun. 21. CHINA. Jun. 22. SIBERIA. Jun. 23. CHINA. Jun. 24. SIBERIA. Jun. 25. CHINA. Jun. 26. SIBERIA. Jun. 27. CHINA. Jun. 28. SIBERIA. Jun. 29. CHINA. Jun. 30. SIBERIA. Jul. 1. CHINA. Jul. 2. SIBERIA. Jul. 3. CHINA. Jul. 4. SIBERIA. Jul. 5. CHINA. Jul. 6. SIBERIA. Jul. 7. CHINA. Jul. 8. SIBERIA. Jul. 9. CHINA. Jul. 10. SIBERIA. Jul. 11. CHINA. Jul. 12. SIBERIA. Jul. 13. CHINA. Jul. 14. SIBERIA. Jul. 15. CHINA. Jul. 16. SIBERIA. Jul. 17. CHINA. Jul. 18. SIBERIA. Jul. 19. CHINA. Jul. 20. SIBERIA. Jul. 21. CHINA. Jul. 22. SIBERIA. Jul. 23. CHINA. Jul. 24. SIBERIA. Jul. 25. CHINA. Jul. 26. SIBERIA. Jul. 27. CHINA. Jul. 28. SIBERIA. Jul. 29. CHINA. Jul. 30. SIBERIA. Aug. 1. CHINA. Aug. 2. SIBERIA. Aug. 3. CHINA. Aug. 4. SIBERIA. Aug. 5. CHINA. Aug. 6. SIBERIA. Aug. 7. CHINA. Aug. 8. SIBERIA. Aug. 9. CHINA. Aug. 10. SIBERIA. Aug. 11. CHINA. Aug. 12. SIBERIA. Aug. 13. CHINA. Aug. 14. SIBERIA. Aug. 15. CHINA. Aug. 16. SIBERIA. Aug. 17. CHINA. Aug. 18. SIBERIA. Aug. 19. CHINA. Aug. 20. SIBERIA. Aug. 21. CHINA. Aug. 22. SIBERIA. Aug. 23. CHINA. Aug. 24. SIBERIA. Aug. 25. CHINA. Aug. 26. SIBERIA. Aug. 27. CHINA. Aug. 28. SIBERIA. Aug. 29. CHINA. Aug. 30. SIBERIA. Sep. 1. CHINA. Sep. 2. SIBERIA. Sep. 3. CHINA. Sep. 4. SIBERIA. Sep. 5. CHINA. Sep. 6. SIBERIA. Sep. 7. CHINA. Sep. 8. SIBERIA. Sep. 9. CHINA. Sep. 10. SIBERIA. Sep. 11. CHINA. Sep. 12. SIBERIA. Sep. 13. CHINA. Sep. 14. SIBERIA. Sep. 15. CHINA. Sep. 16. SIBERIA. Sep. 17. CHINA. Sep. 18. SIBERIA. Sep. 19. CHINA. Sep. 20. SIBERIA. Sep. 21. CHINA. Sep. 22. SIBERIA. Sep. 23. CHINA. Sep. 24. SIBERIA. Sep. 25. CHINA. Sep. 26. SIBERIA. Sep. 27. CHINA. Sep. 28. SIBERIA. Sep. 29. CHINA. Sep. 30. SIBERIA. Oct. 1. CHINA. Oct. 2. SIBERIA. Oct. 3. CHINA. Oct. 4. SIBERIA. Oct. 5. CHINA. Oct. 6. SIBERIA. Oct. 7. CHINA. Oct. 8. SIBERIA. Oct. 9. CHINA. Oct. 10. SIBERIA. Oct. 11. CHINA. Oct. 12. SIBERIA. Oct. 13. CHINA. Oct. 14. SIBERIA. Oct. 15. CHINA. Oct. 16. SIBERIA. Oct. 17. CHINA. Oct. 18. SIBERIA. Oct. 19. CHINA. Oct. 20. SIBERIA. Oct. 21. CHINA. Oct. 22. SIBERIA. Oct. 23. CHINA. Oct. 24. SIBERIA. Oct. 25. CHINA. Oct. 26. SIBERIA. Oct. 27. CHINA. Oct. 28. SIBERIA. Oct. 29. CHINA. Oct. 30. SIBERIA. Nov. 1. CHINA. Nov. 2. SIBERIA. Nov. 3. CHINA. Nov. 4. SIBERIA. Nov. 5. CHINA. Nov. 6. SIBERIA. Nov. 7. CHINA. Nov. 8. SIBERIA. Nov. 9. CHINA. Nov. 10. SIBERIA. Nov. 11. CHINA. Nov. 12. SIBERIA. Nov. 13. CHINA. Nov. 14. SIBERIA. Nov. 15. CHINA. Nov. 16. SIBERIA. Nov. 17. CHINA. Nov. 18. SIBERIA. Nov. 19. CHINA. Nov. 20. SIBERIA. Nov. 21. CHINA. Nov. 22. SIBERIA. Nov. 23. CHINA. Nov. 24. SIBERIA. Nov. 25. CHINA. Nov. 26. SIBERIA. Nov. 27. CHINA. Nov. 28. SIBERIA. Nov. 29. CHINA. Nov. 30. SIBERIA. Dec. 1. CHINA. Dec. 2. SIBERIA. Dec. 3. CHINA. Dec. 4. SIBERIA. Dec. 5. CHINA. Dec. 6. SIBERIA. Dec. 7. CHINA. Dec. 8. SIBERIA. Dec. 9. CHINA. Dec. 10. SIBERIA. Dec. 11. CHINA. Dec. 12. SIBERIA. Dec. 13. CHINA. Dec. 14. SIBERIA. Dec. 15. CHINA. Dec. 16. SIBERIA. Dec. 17. CHINA. Dec. 18. SIBERIA. Dec. 19. CHINA. Dec. 20. SIBERIA. Dec. 21. CHINA. Dec. 22. SIBERIA. Dec. 23. CHINA. Dec. 24. SIBERIA. Dec. 25. CHINA. Dec. 26. SIBERIA. Dec. 27. CHINA. Dec. 28. SIBERIA. Dec. 29. CHINA. Dec. 30. SIBERIA. Jan. 1. CHINA. Jan. 2. SIBERIA. Jan. 3. CHINA. Jan. 4. SIBERIA. Jan. 5. CHINA. Jan. 6. SIBERIA. Jan. 7. CHINA. Jan. 8. SIBERIA. Jan. 9. CHINA. Jan. 10. SIBERIA. Jan. 11. CHINA. Jan. 12. SIBERIA. Jan. 13. CHINA. Jan. 14. SIBERIA. Jan. 15. CHINA. Jan. 16. SIBERIA. Jan. 17. CHINA. Jan. 18. SIBERIA. Jan. 19. CHINA. Jan. 20. SIBERIA. Jan. 21. CHINA. Jan. 22. SIBERIA. Jan. 23. CHINA. Jan. 24. SIBERIA. Jan. 25. CHINA. Jan. 26. SIBERIA. Jan. 27. CHINA. Jan. 28. SIBERIA. Jan. 29. CHINA. Jan. 30. SIBERIA. Feb. 1. CHINA. Feb. 2. SIBERIA. Feb. 3. CHINA. Feb. 4. SIBERIA. Feb. 5. CHINA. Feb. 6. SIBERIA. Feb. 7. CHINA. Feb. 8. SIBERIA. Feb. 9. CHINA. Feb. 10. SIBERIA. Feb. 11. CHINA. Feb. 12. SIBERIA. Feb. 13. CHINA. Feb. 14. SIBERIA. Feb. 15. CHINA. Feb. 16. SIBERIA. Feb. 17. CHINA. Feb. 18. SIBERIA. Feb. 19. CHINA. Feb. 20. SIBERIA. Feb. 21. CHINA. Feb. 22. SIBERIA. Feb. 23. CHINA. Feb. 24. SIBERIA. Feb. 25. CHINA. Feb. 26. SIBERIA. Feb. 27. CHINA. Feb. 28. SIBERIA. Feb. 29. CHINA. Feb. 30. SIBERIA. Mar. 1. CHINA. Mar. 2. SIBERIA. Mar. 3. CHINA. Mar. 4. SIBERIA. Mar. 5. CHINA. Mar. 6. SIBERIA. Mar. 7. CHINA. Mar. 8. SIBERIA. Mar. 9. CHINA. Mar. 10. SIBERIA. Mar. 11. CHINA. Mar. 12. SIBERIA. Mar. 13. CHINA. Mar. 14. SIBERIA. Mar. 15. CHINA. Mar. 16. SIBERIA. Mar. 17. CHINA. Mar. 18. SIBERIA. Mar. 19. CHINA. Mar. 20. SIBERIA. Mar. 21. CHINA. Mar. 22. SIBERIA. Mar. 23. CHINA. Mar. 24. SIBERIA. Mar. 25. CHINA. Mar. 26. SIBERIA. Mar. 27. CHINA. Mar. 28. SIBERIA. Mar. 29. CHINA. Mar. 30. SIBERIA. Apr. 1. CHINA. Apr. 2. SIBERIA. Apr. 3. CHINA. Apr. 4. SIBERIA. Apr. 5. CHINA. Apr. 6. SIBERIA. Apr. 7. CHINA. Apr. 8. SIBERIA. Apr. 9. CHINA. Apr. 10. SIBERIA. Apr. 11. CHINA. Apr. 12. SIBERIA. Apr. 13. CHINA. Apr. 14. SIBERIA. Apr. 15. CHINA. Apr. 16. SIBERIA. Apr. 17. CHINA. Apr. 18. SIBERIA. Apr. 19. CHINA. Apr. 20. SIBERIA. Apr. 21. CHINA. Apr. 22. SIBERIA. Apr. 23. CHINA. Apr. 24. SIBERIA. Apr. 25. CHINA. Apr. 26. SIBERIA. Apr. 27. CHINA. Apr. 28. SIBERIA. Apr. 29. CHINA. Apr. 30. SIBERIA. May 1. CHINA. May 2. SIBERIA. May 3. CHINA. May 4. SIBERIA. May 5. CHINA. May 6. SIBERIA. May 7. CHINA. May 8. SIBERIA. May 9. CHINA. May 10. SIBERIA. May 11. CHINA. May 12. SIBERIA. May 13. CHINA. May 14. SIBERIA. May 15. CHINA. May 16. SIBERIA. May 17. CHINA. May 18. SIBERIA. May 19. CHINA. May 20. SIBERIA. May 21. CHINA. May 22. SIBERIA. May 23. CHINA. May 24. SIBERIA. May 25. CHINA. May 26. SIBERIA. May 27. CHINA. May 28. SIBERIA. May 29. CHINA. May 30. SIBERIA. Jun. 1. CHINA. Jun. 2. SIBERIA. Jun. 3. CHINA. Jun. 4. SIBERIA. Jun. 5. CHINA. Jun. 6. SIBERIA. Jun. 7. CHINA. Jun. 8. SIBERIA. Jun. 9. CHINA. Jun. 10. SIBERIA. Jun. 11. CHINA. Jun. 12. SIBERIA. Jun. 13. CHINA. Jun. 14. SIBERIA. Jun. 15. CHINA. Jun. 16. SIBERIA. Jun. 17. CHINA. Jun. 18. SIBERIA. Jun. 19. CHINA. Jun. 20. SIBERIA. Jun. 21. CHINA. Jun. 22. SIBERIA. Jun. 23. CHINA. Jun. 24. SIBERIA. Jun. 25. CHINA. Jun. 26. SIBERIA. Jun. 27. CHINA. Jun. 28. SIBERIA. Jun. 29. CHINA. Jun. 30. SIBERIA. Jul. 1. CHINA. Jul. 2. SIBERIA. Jul. 3. CHINA. Jul. 4. SIBERIA. Jul. 5. CHINA. Jul. 6. SIBERIA. Jul. 7. CHINA. Jul. 8. SIBERIA. Jul. 9. CHINA. Jul. 10. SIBERIA. Jul. 11. CHINA. Jul. 12. SIBERIA. Jul. 13. CHINA. Jul. 14. SIBERIA. Jul. 15. CHINA. Jul. 16. SIBERIA. Jul. 17. CHINA. Jul. 18. SIBERIA. Jul. 19. CHINA. Jul. 20. SIBERIA. Jul. 21. CHINA. Jul. 22. SIBERIA. Jul. 23. CHINA. Jul. 24. SIBERIA. Jul. 25. CHINA. Jul. 26. SIBERIA. Jul. 27. CHINA. Jul. 28. SIBERIA. Jul. 29. CHINA. Jul. 30. SIBERIA. Aug. 1. CHINA. Aug. 2. SIBERIA. Aug. 3. CHINA. Aug. 4. SIBERIA. Aug. 5. CHINA. Aug. 6. SIBERIA. Aug. 7. CHINA. Aug. 8. SIBERIA. Aug. 9. CHINA. Aug. 10. SIBERIA. Aug. 11. CHINA. Aug. 12. SIBERIA. Aug. 13. CHINA. Aug. 14. SIBERIA. Aug. 15. CHINA. Aug. 16. SIBERIA. Aug. 17. CHINA. Aug. 18. SIBERIA. Aug. 19. CHINA. Aug. 20. SIBERIA. Aug. 21. CHINA. Aug. 22. SIBERIA. Aug. 23. CHINA. Aug. 24. SIBERIA. Aug. 25. CHINA. Aug. 26. SIBERIA. Aug. 27. CHINA. Aug. 28. SIBERIA. Aug. 29. CHINA. Aug. 30. SIBERIA. Sep. 1. CHINA. Sep. 2. SIBERIA. Sep. 3. CHINA. Sep. 4. SIBERIA. Sep. 5. CHINA. Sep. 6. SIBERIA. Sep. 7. CHINA. Sep. 8. SIBERIA. Sep. 9. CHINA. Sep. 10. SIBERIA. Sep. 11. CHINA. Sep. 12. SIBERIA. Sep. 13. CHINA. Sep. 14. SIBERIA. Sep. 15. CHINA. Sep. 16. SIBERIA. Sep. 17. CHINA. Sep. 18. SIBERIA. Sep. 19. CHINA. Sep. 20. SIBERIA. Sep. 21. CHINA. Sep. 22. SIBERIA. Sep. 23. CHINA. Sep. 24. SIBERIA. Sep. 25. CHINA. Sep. 26. SIBERIA. Sep. 27. CHINA. Sep. 28. SIBERIA. Sep. 29. CHINA. Sep. 30. SIBERIA. Oct. 1. CHINA. Oct. 2. SIBERIA. Oct. 3. CHINA. Oct. 4. SIBERIA. Oct. 5. CHINA. Oct. 6. SIBERIA. Oct. 7. CHINA. Oct. 8. SIBERIA. Oct. 9. CHINA. Oct. 10. SIBERIA. Oct. 11. CHINA. Oct. 12. SIBERIA. Oct. 13. CHINA. Oct. 14. SIBERIA. Oct. 15. CHINA. Oct. 16. SIBERIA. Oct. 17. CHINA. Oct. 18. SIBERIA. Oct. 19. CHINA. Oct. 20. SIBERIA. Oct. 21. CHINA. Oct. 22. SIBERIA. Oct. 23. CHINA. Oct. 24. SIBERIA. Oct. 25. CHINA. Oct. 26. SIBERIA. Oct. 27. CHINA. Oct. 28. SIBERIA. Oct. 29. CHINA. Oct. 30. SIBERIA. Nov. 1. CHINA. Nov. 2. SIBERIA. Nov. 3. CHINA. Nov. 4. SIBERIA. Nov. 5. CHINA. Nov. 6. SIBERIA. Nov. 7. CHINA. Nov. 8. SIBERIA. Nov. 9. CHINA. Nov. 10. SIBERIA. Nov. 11. CHINA. Nov. 12. SIBERIA. Nov. 13. CHINA. Nov. 14. SIBERIA. Nov. 15. CHINA. Nov. 16. SIBERIA. Nov. 17. CHINA. Nov. 18. SIBERIA. Nov. 19. CHINA. Nov. 20. SIBERIA. Nov. 21. CHINA. Nov. 22. SIBERIA. Nov. 23. CHINA. Nov. 24. SIBERIA. Nov. 25. CHINA. Nov. 26. SIBERIA. Nov. 27. CHINA. Nov. 28. SIBERIA. Nov. 29. CHINA. Nov. 30. SIBERIA. Dec. 1. CHINA. Dec. 2. SIBERIA. Dec. 3. CHINA. Dec. 4. SIBERIA. Dec. 5. CHINA. Dec. 6. SIBERIA. Dec. 7. CHINA. Dec. 8. SIBERIA. Dec. 9. CHINA. Dec. 10. SIBERIA. Dec. 11. CHINA. Dec. 12. SIBERIA. Dec. 13. CHINA. Dec. 14. SIBERIA. Dec. 15. CHINA. Dec. 16. SIBERIA. Dec. 17. CHINA. Dec. 18. SIBERIA. Dec. 19. CHINA. Dec. 20. SIBERIA. Dec. 21. CHINA. Dec. 22. SIBERIA. Dec. 23. CHINA. Dec. 24. SIBERIA. Dec. 25. CHINA. Dec. 26. SIBERIA. Dec. 27. CHINA. Dec. 28. SIBERIA. Dec. 29. CHINA. Dec. 30. SIBERIA. Jan. 1. CHINA. Jan. 2. SIBERIA. Jan. 3. CHINA. Jan. 4. SIBERIA. Jan. 5. CHINA. Jan. 6. SIBERIA. Jan. 7. CHINA. Jan. 8. SIBERIA. Jan. 9. CHINA. Jan. 10. SIBERIA. Jan. 11. CHINA. Jan. 12. SIBERIA. Jan. 13. CHINA. Jan. 14. SIBERIA. Jan. 15. CHINA. Jan. 16. SIBERIA. Jan. 17. CHINA. Jan. 18. SIBERIA. Jan. 19. CHINA. Jan. 20. SIBERIA. Jan. 21. CHINA. Jan. 22. SIBERIA. Jan. 23. CHINA. Jan. 24. SIBERIA. Jan. 25. CHINA. Jan. 26. SIBERIA. Jan. 27. CHINA. Jan. 28. SIBERIA. Jan. 29. CHINA. Jan. 30. SIBERIA. Feb. 1. CHINA. Feb. 2. SIBERIA. Feb. 3. CHINA. Feb. 4. SIBERIA. Feb. 5. CHINA. Feb. 6. SIBERIA. Feb. 7. CHINA. Feb. 8. SIBERIA. Feb. 9. CHINA. Feb. 10. SIBERIA. Feb. 11. CHINA. Feb. 12. SIBERIA. Feb. 13. CHINA. Feb. 14. SIBERIA. Feb. 15. CHINA. Feb. 16. SIBERIA. Feb. 17. CHINA. Feb. 18. SIBERIA. Feb. 19. CHINA. Feb. 20. SIBERIA. Feb. 21. CHINA. Feb. 22. SIBERIA. Feb. 23. CHINA. Feb. 24. SIBERIA. Feb. 25. CHINA. Feb. 26. SIBERIA. Feb. 27. CHINA. Feb. 28. SIBERIA. Feb. 29. CHINA. Feb. 30. SIBERIA. Mar. 1. CHINA. Mar. 2. SIBERIA. Mar. 3. CHINA. Mar. 4. SIBERIA. Mar. 5. CHINA. Mar. 6. SIBERIA. Mar. 7. CHINA. Mar. 8. SIBERIA. Mar. 9. CHINA. Mar. 10. SIBERIA. Mar. 11. CHINA. Mar. 12. SIBERIA. Mar. 13. CHINA. Mar. 14. SIBERIA. Mar. 15. CHINA. Mar. 16. SIBERIA. Mar. 17. CHINA. Mar. 18. SIBERIA. Mar. 19. CHINA. Mar. 20. SIBERIA. Mar. 21. CHINA. Mar. 22. SIBERIA. Mar. 23. CHINA. Mar. 24. SIBERIA. Mar. 25. CHINA. Mar. 26. SIBERIA. Mar. 27. CHINA. Mar. 28. SIBERIA. Mar. 29. CHINA. Mar. 30. SIBERIA. Apr. 1. CHINA. Apr. 2. SIBERIA. Apr. 3. CHINA. Apr. 4. SIBERIA. Apr. 5. CHINA. Apr. 6. SIBERIA. Apr. 7. CHINA. Apr. 8. SIBERIA. Apr. 9. CHINA. Apr. 10. SIBERIA. Apr. 11. CHINA. Apr. 12. SIBERIA. Apr. 13. CHINA. Apr. 14. SIBERIA. Apr. 15. CHINA. Apr. 16. SIBERIA. Apr. 17. CHINA. Apr. 18. SIBERIA. Apr. 19. CHINA. Apr. 20. SIBERIA. Apr. 21. CHINA. Apr. 22. SIBERIA. Apr. 23. CHINA. Apr. 24. SIBERIA. Apr. 25. CHINA. Apr. 26. SIBERIA. Apr. 27. CHINA. Apr. 28. SIBERIA. Apr. 29. CHINA. Apr. 30. SIBERIA. May 1. CHINA. May 2. SIBERIA. May 3. CHINA. May 4. SIBERIA. May 5. CHINA. May 6. SIBERIA. May 7. CHINA. May 8. SIBERIA. May 9. CHINA. May 10. SIBERIA. May 11. CHINA. May 12. SIBERIA. May 13. CHINA. May 14. SIBERIA. May 15. CHINA. May 16. SIBERIA. May 17. CHINA. May 18. SIBERIA. May 19. CHINA. May 20. SIBERIA. May 21. CHINA. May 22. SIBERIA. May 23. CHINA. May 24. SIBERIA. May 25. CHINA. May 26. SIBERIA. May 27. CHINA. May 28. SIBERIA. May 29. CHINA. May 30. SIBERIA. Jun. 1. CHINA. Jun. 2. SIBERIA. Jun. 3. CHINA. Jun. 4. SIBERIA. Jun. 5. CHINA. Jun. 6. SIBERIA. Jun. 7. CHINA. Jun. 8. SIBERIA. Jun. 9. CHINA. Jun. 10. SIBERIA. Jun. 11. CHINA. Jun. 12. SIBERIA. Jun. 13. CHINA. Jun. 14. SIBERIA. Jun. 15. CHINA. Jun. 16. SIBERIA. Jun. 17. CHINA. Jun. 18. SIBERIA. Jun. 19. CHINA. Jun. 20. SIBERIA. Jun. 21. CHINA. Jun. 22. SIBERIA. Jun. 23. CHINA. Jun. 24. SIBERIA. Jun. 25. CHINA. Jun. 26. SIBERIA. Jun. 27. CHINA. Jun. 28. SIBERIA. Jun. 29. CHINA. Jun. 30. SIBERIA. Jul. 1. CHINA. Jul. 2. SIBERIA. Jul. 3. CHINA. Jul. 4. SIBERIA. Jul. 5. CHINA. Jul. 6. SIBERIA. Jul. 7. CHINA. Jul. 8. SIBERIA. Jul. 9. CHINA. Jul. 10. SIBERIA. Jul. 11. CHINA.



## SHIPPING

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANYHOMEWARD PASSENGER SEASON. 1914.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting<br>Steamer<br>leaving<br>Yokohama | Steamer<br>to<br>Colombo | Leave<br>SINGAPORE | Leave<br>HONGKONG | Connecting<br>Steamer<br>from<br>Colombo<br>to<br>Marseilles<br>and<br>London | Due at<br>Marseilles | Due at<br>London<br>(1 day later) |
|--|--------------------------|--------------------|-------------------|---|----------------------|-----------------------------------|
| Jan. 8                                       | EGYPT                    | Jan. 13            | Jan. 17           | MOULTAN   | Friday               | Thursday                          |
| Jan. 22                                      | DEVANHA                  | Jan. 27            | Jan. 31           | M. REA  | Feb. 13              | Feb. 19                           |
| Feb. 5                                       | CHINA                    | Feb. 10            | Feb. 14           | MALJOJA   | Feb. 27              | Mar. 5                            |
| Feb. 19                                      | ASSAYE                   | Feb. 24            | Feb. 28           | MALJOJA   | Mar. 13              | Mar. 19                           |
| Mar. 5                                       | INDIA                    | Mar. 10            | Mar. 14           | MALJOJA   | Mar. 27              | Apr. 3                            |
| Mar. 19                                      | DEVANHA                  | Mar. 24            | Mar. 28           | MALJOJA   | Apr. 10              | Apr. 16                           |
| Apr. 2                                       | ARADIA                   | Apr. 7             | Apr. 11           | MALJOJA   | Apr. 24              | Apr. 30                           |
| Apr. 16                                      | DELTA                    | Apr. 21            | Apr. 25           | MALJOJA   | May 8                | May 14                            |
| Apr. 30                                      | ASSAYE                   | May 5              | May 9             | MALJOJA   | May 22               | May 28                            |

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON AND MARSEILLES

| 1st SALOON | "A" | Accommodation | SINGLE | RETURN | 1st SALOON | "A" | Accommodation | SINGLE | RETURN |
|------------|-----|---------------|--------|--------|------------|-----|---------------|--------|--------|
| 1st SALOON | "A" | Accommodation | SINGLE | RETURN | 1st SALOON | "A" | Accommodation | SINGLE | RETURN |
| 2nd SALOON | "A" | Accommodation | SINGLE | RETURN | 2nd SALOON | "A" | Accommodation | SINGLE | RETURN |

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave<br>Yokohama | Leave<br>Shanghai | Leave<br>Hongkong | Leave<br>SINGAPORE | Due at<br>London | Due at<br>Marseilles |
|----------|-------------------|-------------------|-------------------|--------------------|------------------|----------------------|
| BORNEO   | Jan. 8            | Jan. 17           | Jan. 20           | Jan. 23            | Mar. 4           | Mar. 10              |
| NANKIN   | Jan. 20           | Jan. 31           | Feb. 3            | Feb. 6             | Mar. 18          | Mar. 24              |
| NYANZA   | Feb. 1            | Feb. 14           | Feb. 17           | Feb. 20            | Apr. 1           | Apr. 7               |
| NORR     | Feb. 17           | Feb. 28           | Mar. 4            | Mar. 7             | Apr. 15          | Apr. 21              |
| NILE     | Mar. 3            | Mar. 14           | Mar. 18           | Mar. 21            | Apr. 30          | May 6                |
| MALTA    | Mar. 17           | Mar. 28           | Apr. 1            | Apr. 4             | May 14           | May 20               |
| KHIVA    | Mar. 31           | Apr. 11           | Apr. 15           | Apr. 18            | May 28           | Jun. 4               |
| MURIA    | Apr. 14           | Apr. 25           | Apr. 29           | May 2              | Jun. 12          | Jun. 18              |
| MANUR    | Apr. 28           | May 9             | May 13            | May 16             | Jun. 26          | Jul. 2               |

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.  
FARES TO LONDON  
1st SALOON £20 SINGLE £25 RETURN  
2nd SALOON £15 SINGLE £20 RETURN

FARES TO MARSEILLES:  
1st SALOON £24 SINGLE £29 RETURN  
2nd SALOON £18 SINGLE £23 RETURN

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,  
Superintendent.NORDDEUTSCHER LLOYD.  
BREMEN

## IMPERIAL GERMAN MAIL LINES.

| FOR   | STEAMERS                       | Tons     | To Sail                          |
|---|--------------------------------|----------|----------------------------------|
| SAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & BREMEN | GOEBEN, Capt. A. Ahlborn,      | (17,300) | WEDNESDAY, 18th Feb., at 10 a.m. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA                                   | KLEIST, Capt. L. Maass,        | (17,000) | THURSDAY, 19th Feb., at 10 a.m.  |
| MANILA, ANGAUR, YAP, SAMAR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE   | PRINZ WALDEMAR, Capt. O. Jany, | (6,100)  | SATURDAY, 21st Feb., at 9 a.m.   |
| KOBE  | COLENZ, Capt. L. Klingk,       | (6,700)  | THURSDAY, 19th Feb., at 9 a.m.   |
| JESSELTON, KUDAT and SANDAKAN   | BORNEO, Capt. J. Roehler,      |          | SUNDAY, 8th March, at 9 a.m.     |

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephon.

## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

| Steamship   | 1914       | For   |
|-------------|------------|---|
| GOETTINGEN  | 16th Feb.  | For Marseilles, Dunkirk, Rotterdam and Bremen/Hamburg |
| TUEBINGEN   | 2nd March  | For Marseilles, Dunkirk, Rotterdam and Bremen/Hamburg |
| GREENIS     | 16th March | For Marseilles, Dunkirk, Rotterdam and Bremen/Hamburg |
| SIGMARINGEN | 30th March | For Marseilles, Dunkirk, Rotterdam and Bremen/Hamburg |

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOHRES &amp; CO.

General Agents.

## SHIPPING

## AUSTRIA LLOYD

Under Mail Contract with the Austrian Government.  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. BOHEMIA, 7,900 tons, will leave above on 15th February, at 4 p.m.  
Superior accommodation for 1st and 2nd Class passengers, as per rates, on time, no inside cabins. Routes: Stowage, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £15, 3rd £10.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. VO WARTS, 12,900 tons, will leave above about 3rd March.  
These Steamers, of large tonnage are fitted with comfortable one class accommodation for 1st and 2nd Class passengers. No inside cabins. Routes: Stowage, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £15.

RAILWAY FARES Triest-London. By Simplon Express.

Via Venice, Milan, Simplon, Lucerne, Paris, Calais, or Boulogne, Class I £12, II £8, III £5.

Via Venice, Milan, St. Gothard, Lucerne, Bern, Lake, Calais or Boulogne, Class I £12, II £8, III £5.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £12, II £8, III £5.

Via Munich, Cologne, Bonn or Frankfurt, Class I £12, II £8, III £5.

TO SHANGHAI.

S.S. AFRICA, 8,840 tons, will leave above on 4th March, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £25, 2nd £20, 3rd £15.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. AUSTRIA, 14,000 tons, will leave above about 2nd March.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER &amp; CO., Agents, Prince's Building.

OSAKA SHOEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE &amp; ST. PAUL RAILWAY CO.

Connecting at TACOMA &amp; SEATTLE with THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers

Captains

Leave

TAOMA MARU

PANAMA MARU

SEATTLE MARU

MEXICO MARU

CHICAGO MARU

CANADA MARU

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI &amp; YOKOHAMA.

Calling at MOU, KOBE, YOKKAICHI &amp; YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Perishables. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer

Captain

Leave

INDO MARU

LUZON MARU

SAIGON MARU

For MOU, KOBE &amp; YOKKAICHI.

Steamer

Captain

Leave

SAIGON MARU

LUZON MARU

INDO MARU

For CANTON.

Steamer

Captain

Leave

SOSU MARU

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOOYEE WHARF (near the Harbour Office, Frigate Central).

For further information, apply to

Z. KAMIYA, Manager

Second Floor, No. 1, Queen's Building.

PHILIPPINE STEAMSHIP Co.

Steamship

Tons

Captain

For

Sailing Date

RUBI

KAIRO

Passengers holding round trip tickets may return by any Steamer of the Pacific Mail S.S. Co., Tokyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

Electric Light and Fans in every Cabin. Competent Stewards carried.

For freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers

HONGKONG-BOSTON &amp; NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. KASAMA

For further Particulars apply to

SHEWAN, TOMES &amp; CO.

General Agents.

Hongkong, February 13, 1914.

## SHIPPING

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong: 28th February.

Connecting with "SURAT" 17th March, 1914.

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS" About 30th of March.

First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

HONGKONG-NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK.

S.S. ERROLL

For Freight &amp; further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed Sailing from Hongkong

Steamer from Hongkong

On or about

Connecting at Calcutta with

on or about

KUTANG

LOVAT

TORILLA

DILWARA

For Freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing

S.S. HOKUTO MARU, For Spore, Batavia, Oboe, Samarang &amp; Sourabaya, 22nd Feb.

S.S. BANRI MARU, For Moji &amp; Kobe

S.S. RYOJUN MARU, For Spore, Batavia, Oboe, Samarang &amp; Sourabaya, 22nd March.

For Freight or Passage apply to

DODWELL &amp; CO., LTD., Agents.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES

TO MARSEILLES, HAVRE, BREMEN &amp; HAMBURG, &amp; TO NEW YORK

AND FROM MANILA, HONGKONG &amp; JAPAN TO VANCOUVER (B.C.)

AND PORTLAND (Or.)

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Atlantic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward

Homebound

For Shanghai, Kobe &amp; Yokohama

For Rotterdam, Bremen &amp; Hamburg

S.S. AMERICA

S.S. SCANDIA

S.S. ASHIA

S.S. HORRE

S.S. SUDMARK

S.S. BRISQVIA

S.S. UCKERMARK

S.S. SAMBIA

For further Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

SHEWAN, TOMES &amp; CO., General Agents.

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP &amp; GUIDE

showing tracks and daily progress of the big Typhoon

during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, February 13, 1914.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "A" above having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board at 12th instant will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID BARSON &amp; Co., Ltd., Agents.

Hongkong, Feb. 11, 1914.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H. A. L. Steamship

SAXONIA

Captain A. Born, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed in their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to suit.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 12th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, Feb. 7, 1914.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

KATORI MARU,

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out and marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.



